

BAHAMAS' HISTORIC FISHING CLUBS *p. 38* HAWAII'S MAVERICK BILLFISH SCIENTISTS *p. 68*
CUTTING-EDGE LIVEWELL SYSTEMS *p. 80* OUTER BANKS JIG-BUILT BOAT HISTORY *p. 48*
MOTHERSHIPS EXPANDING THE POTENTIAL *p. 62*

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VOL. 34 NO. 7 NOVEMBER 2015

CHASING GIANTS

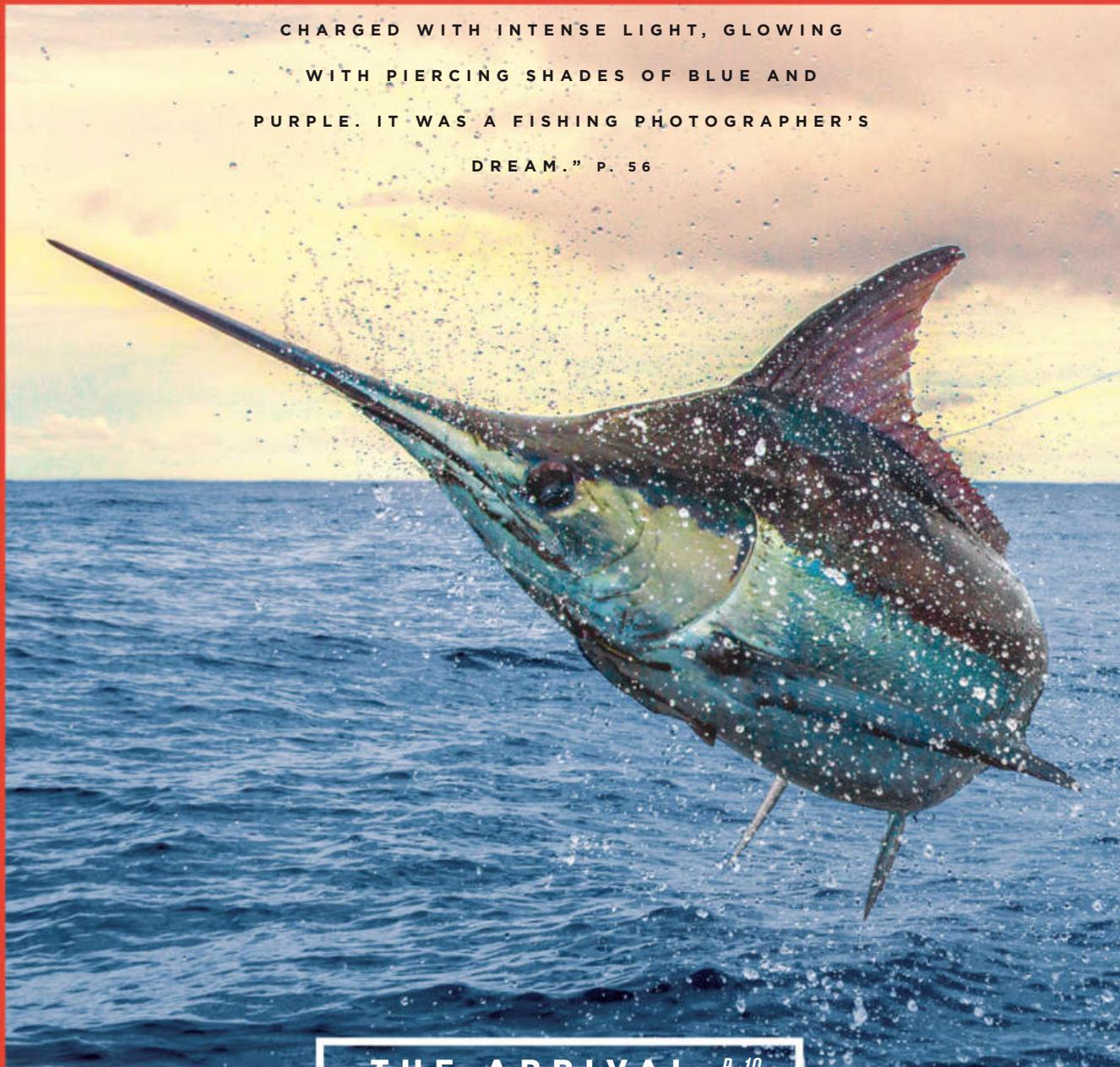
"NEVER HAD I SEEN A FISH'S PECTORAL FINS

CHARGED WITH INTENSE LIGHT, GLOWING

WITH PIERCING SHADES OF BLUE AND

PURPLE. IT WAS A FISHING PHOTOGRAPHER'S

DREAM." *p. 56*



THE ARRIVAL *p. 10*

VOL. 34 NO. 7



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62 CONVERTIBLE

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56
BLUE MARLIN
PHOTO MAGIC
Chasing light-
tackle blues
off Carrillo,
Costa Rica
**By Adrian
E. Gray**

M
FEATURES
11.2015

38
**HISTORIC FISHING
DESTINATIONS OF THE
BAHAMAS** Big-game
fishing might not have
been born here, but this
is where it grew up
By Jan Fogt

48
**BIRTH OF THE
CAROLINA JIG BOAT**
Innovations abound
among the builders
along the Outer Banks
By Heather Maxwell

62
GLOBAL EXPLORATION
Motherships come in
several different forms
By Dave Ferrell

68
**MARLIN RESEARCH
MAVERICKS OF THE
PACIFIC** Andrew West
and Michael Musyl study
the world's smallest
marlin, hoping to save
the big ones
By Doug Perrine



ADRIAN E. GRAY

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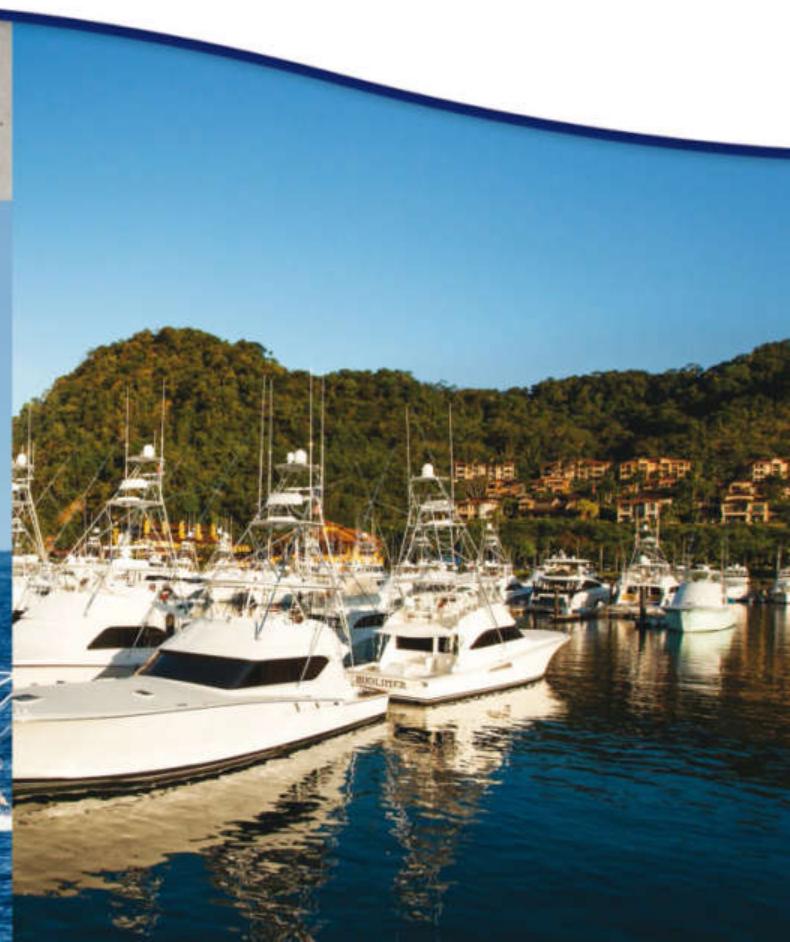
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10
EDITORIAL

14
FEEDBACK

16
HOT SHOTS



22
WHERE THE BITE IS

28
BLUE WATER
CURRENTS

30
CONSERVATION

34
ON THE HARD

36
OPINION



On the Cover
Taken at sunset,
fishing 100 miles
off Costa Rica, this
incredible shot
catches an air-
borne blue at the
perfect moment.

+
PHOTO BY
ADRIAN E. GRAY

19
BEFORE THE STRIKE
Big-game happenings
on and off the water

20
PLAYERS



75
RUN & GUN
Advancements,
operations and
recent splashes



76
ELECTRONICS



80
SHIP'S SYSTEMS

82
**BOATS OF
INTEREST**
Scarborough 57
Jim Smith 86

92
**MARLIN
MARKETPLACE**

96
**CHARTER BOATS/
RESORTS**

98
BROKERAGE



24
GEAR



122
OFF THE DEEP END

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EDITOR'S LETTER

FIRST AND LAST

In last month's editorial, I told you about the coming changes to *Marlin*, and now they've arrived. This issue debuts our bold new look, which we like a lot, and which we hope you'll like as well. It's clean and easy to read, and the new design allows us to pack the pages with lots more useful information.

You will notice a host of new departments as well, alongside some tried-and-true sections and some others that we've slightly modified. Our goal is to expand upon the traditional content the magazine has provided, enhancing it and bringing all-new material to the book at the same time. For example, the front-of-the-book departments will now reside in a section named Before the Strike. Here's a summary of what you can expect in terms of new items in the pages of that section.

Players: An in-depth interview with a prominent member of our industry. Anyone from an up-and-coming mate or captain to a veteran boatbuilder could grace these pages. Diversity is the key, and we know we will find some interesting characters to talk to on the docks.

Where the Bite Is: This new department will provide a graphic reference for where you can expect to find the best bite for a certain species in the month ahead around the world. We have established a core group of experts to advise us for this section with the hope of keeping *Marlin* readers in the know about where it's going off.

Gear: Note that we've added a new dimension to our venerable New Gear section: a listing of items you definitely do not *need*, but most likely want.

On the Hard: This mini photo gallery from Richard Gibson depicts a hilarious donkey polo match from the Dominican Republic, held during a lay day. Enough said. Mini galleries like this will appear from time to time from other photographers as well, on a variety of subjects.

Opinion: Here we ask four members of the recreational-fishing industry a question of the month. The question might be serious, as it is this go-round, or we could throw our panel a curveball from time to time. Either way, it should be interesting to hear what our peers are thinking.

The back-of-the-book section will also sport a new name: Run & Gun. We've moved two columns from the front back to this section: Electronics and Ship's Systems. These columns will join our boat tests in order to get all boat-related content in one place for easy reference.

So here it is; we hope you enjoy the changes, and we want to hear your feedback either way.

But you'll need to send that feedback to Senior Editor Andrew Cox (andrew.cox@bonniercorp.com) because this is my last issue as Editor-in-Chief of *Marlin*. I'm off to face new challenges, but I leave believing *Marlin* to be the best offshore fishing magazine in the world, bar none, and I take great pride in having been a part of it for the past two years. Thanks for riding along, and I know I'll be seeing many of you on a dock somewhere soon.

John Brownlee
Editor-in-Chief



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CONTRIBUTING EDITORS

KARL ANDERSON SHIP'S SYSTEMS

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CONTRIBUTORS

John Ashley, Capt. Randy Baker, Bill Boyce, Corky Decker, Jan Fogt, Pat Ford, Richard Gibson, Scott Kerrigan, Ken Kreisler, George Sawley, Dave Underwood, Jason "Tiny" Walcott, Sam White

NATASHA LLOYD PUBLISHER

NATIONAL & INTERNATIONAL SALES

954-760-4602 / natasha.lloyd@bonniercorp.com

SCOTT SALYERS FISHING GROUP PUBLISHER / scott.salyers@bonniercorp.com

DAVE MOREL NORTHEAST AND WEST COAST SALES: 407-718-6891

dave.morel@bonniercorp.com

ANDREW W. TOWNES III MIDWEST SALES, TELEVISION, EVENTS: 407-571-4730

drew.townes@bonniercorp.com

MARK BADZINSKI TOURNAMENTS, BROKERAGE: 407-571-4618 / mark.badzinski@bonniercorp.com

BILL SIMKINS CHARTER BOATS, MARKETPLACE: 407-571-4865 / bill.simkins@bonniercorp.com

DAN JACOBS TOURNAMENTS AND EVENT PRODUCTION: 407-571-4680

dan.jacobs@bonniercorp.com

MISSIE PRICHARD EXECUTIVE ASSISTANT: 407-571-4692

MATT HICKMAN VP, DIRECTOR OF BRAND STRATEGIES

SHAWN BEAN EDITORIAL DIRECTOR

JERRY POMALES CREATIVE DIRECTOR

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HALEY BISCHOFF GROUP MARKETING DIRECTOR

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CONTRIBUTIONS: Address all editorial correspondence to Editor, Marlin Magazine, P.O. Box 8500, Winter Park, FL 32790; editor@marlinmag.com. All manuscripts and letters sent to Bonnier Corporation will be treated as unconditionally assigned for publication and copyright purposes and are subject to editing. Bonnier Corporation does not necessarily endorse authors' views. Bonnier Corporation is not responsible for loss of or damage to manuscripts, photography or art. Return postage must accompany material if it is to be returned. Entire contents copyright 2015 by Bonnier Corporation. May not be reproduced in any form without the express written permission of Bonnier Corporation.



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FOND MEMORIES

You published an article I wrote in 1982 ["Key West Miracle," Volume 1, Number 3, Fall] about the three blue marlin I caught in my 24-foot Blackfin in one day. The second article ["Poetic Justice," Volume 3, Number 1, Spring 1984] was about my wife and the 578-pound blue she caught, a Key West record at that time. To this day, it's still the second-largest blue caught in Key West. The record is 606 pounds, caught approximately October 1986.



82 years young.

I was going through my pictures and came across a photo of a blue caught in 1987 while we were drifting 20 miles offshore for swordfish. The charter from Tampa caught a blue the day before,

and I asked if he would like to try and catch a swordfish the next day. It took my charter three hours until we first saw what we had, and it was the biggest blue I have ever seen. My mate, Bob, was holding the leader. My charter wanted to release the fish, and we tagged the beautiful blue. Anybody who knows blue marlin would say the fish would have weighed 800-plus pounds.

Charles Roswell,
Key West, Florida



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Marlin's Web feature "Fastest Sport-Fishers" (marlinmag.com/fastboats) generated a lot of buzz on *Marlin*'s Facebook page ([facebook.com/marlinmag](https://www.facebook.com/marlinmag)).

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HIT N RUN-SPORTFISH

The 68 F&S *Hit N Run* has hit 47.5 a few times. We've played with the wheels a bunch and can't break 50!

ALAN GASTIGER

I remember an article back in the early '90s about a 92 Lydia (I believe it was called *Renegade*) with 1692s and gas turbines that hit 55.

+

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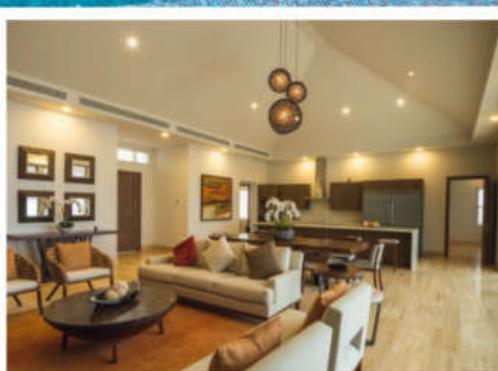
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LEFT TEASER!

Jessica Haydahl Richardson shot this incredible photo of a blue marlin on the left teaser while fishing for light-tackle world records with angler Gary Carter in Panama. Pulling all teasers and working as a team, the crew decided which line class to pitch depending on the size of the blue in the spread.

LOCATION

Captured in December while in Piñas Bay, Panama, aboard *Picaflor* with Capt. Wade Richardson



TECH SPECS

CAMERA:

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LENS: Nikkor 300mm

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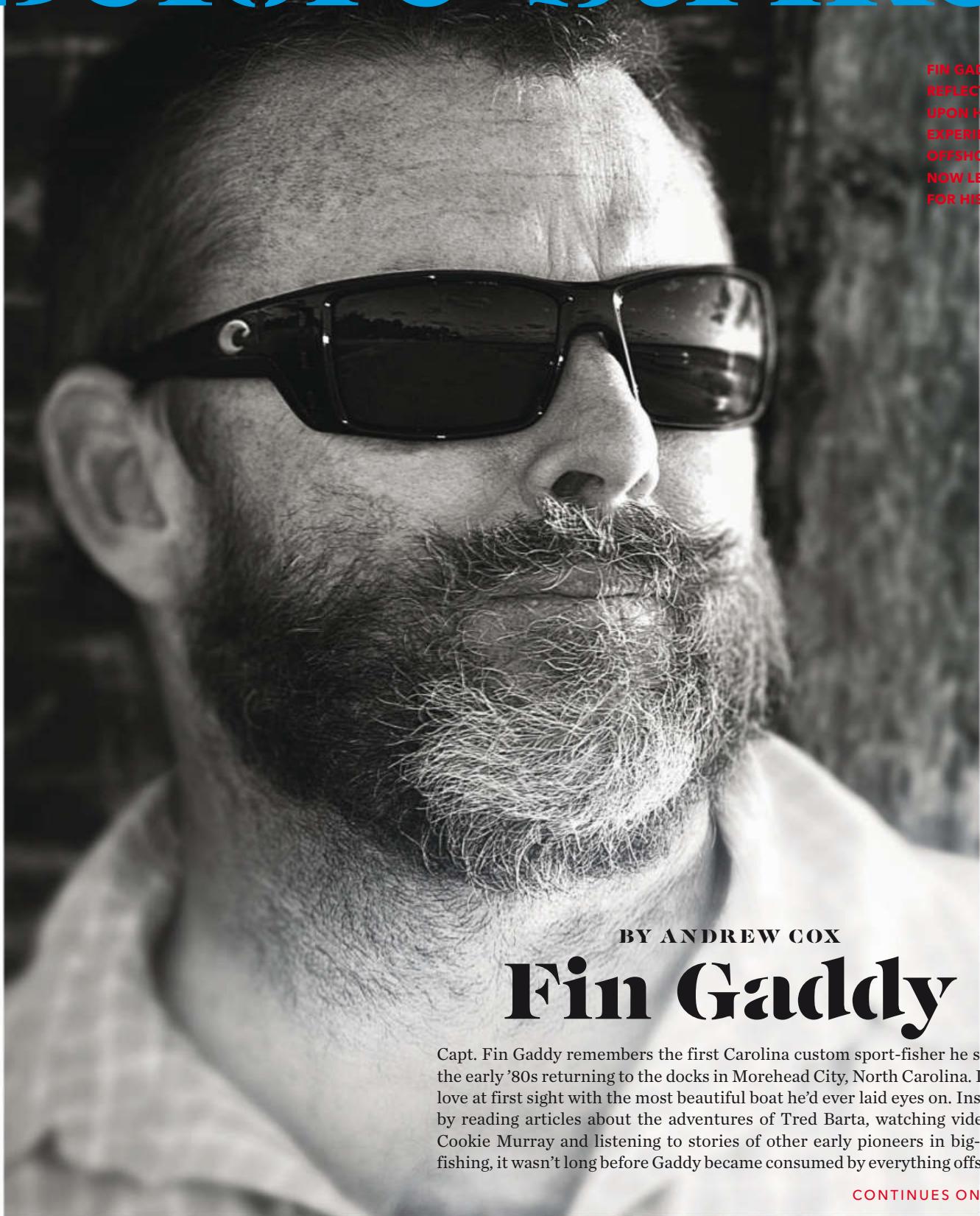
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LET'S BUILD A MILESTONE

Before the Strike

FIN GADDY
REFLECTS
UPON HIS
EXPERIENCES
OFFSHORE,
NOW LESSONS
FOR HIS SONS.



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BY ANDREW COX

Fin Gaddy

Capt. Fin Gaddy remembers the first Carolina custom sport-fisher he saw in the early '80s returning to the docks in Morehead City, North Carolina. It was love at first sight with the most beautiful boat he'd ever laid eyes on. Inspired by reading articles about the adventures of Tred Barta, watching videos of Cookie Murray and listening to stories of other early pioneers in big-game fishing, it wasn't long before Gaddy became consumed by everything offshore.

CONTINUES ON P. 20

22 GEAR
The Essentials and
Nonessentials

30 CONSERVATION
Miami Bait Spot on
the Brink

36 OPINION
Prominent Community
Members Weigh In



Most memorable trip?



Man, that's a tough one. A recent trip that stands out in my mind was with the boys. Brown was sitting on the bridge with me and all of a sudden started screaming, "White marlin on the teaser! He's on the flat line. He ate, he ate!" To experience him spot his first marlin in the spread and to watch Charles catch another white marlin that trip is something I'll never forget. Any fishing trip with them is a memorable day, and nothing beats seeing the smiles on their faces after catching a fish or to give them a fist bump on the way back to the docks. The enjoyment that fishing brings them has rekindled my love for the sport that I felt when I was younger.

A LIFELONG PASSION CONTINUED

Now running his 55-foot Hudson, Qualifier, Gaddy splits his time between the productive waters out of Oregon Inlet and Isla Mujeres, Mexico. As past chairman of The Billfish Foundation, he continues to share his passion for the sport with his 7-year-old twins, Charles and Brown, and clients who travel from all over the world to fish with him. We caught up with Gaddy to find out more about his passion and billfish-conservation efforts.

M *Fishing wasn't always the plan; how'd you make it a career?*

I always wanted to fish, but my parents couldn't come to terms with the idea of making a living working in the fishing industry. They saw it as a party occupation, and while I did do my fair share of that, I spent every chance I could offshore. In 1989, I started working year-round with Capt. Hank Beasley and Capt. Skip Feller aboard *Top Billin*. Five seasons later I decided to get my own boat and began running charters out of Oden's Dock in Hatteras, North Carolina. Looking back, many of my first customers from Hatteras still fish with me today.

M *You're coming up on your 11th season chasing sailfish in Isla Mujeres; what makes fishing there so special?*

Isla feels like a second home. On top of the friendly people and incredible fishing, I like the fact that we don't fly flags down there, and generally don't discuss numbers. Fishing there is more like it used to be here at home. The day-to-day routine of everyone hanging out on the docks, grabbing dinner with our guests and enjoying the camaraderie that is missing a lot of time in our sport. Add the possibility of more than 50 bites a day and sailfish on baitballs — there aren't many places like that.

M *Who were you most excited to turn on to good fishing?*

From a popularity standpoint, fishing with Peter Laviolette, a Stanley Cup-winning coach, was pretty cool. But I would have to go with the trip I had fishing in Isla with the late Dr. Russell Nelson. He worked his entire life to conserve billfish populations around the globe, but I don't know if he had ever experienced the magic of all the pieces coming together like it does in Isla. Rather than just taking the experience as good fishing, he explained the water currents, sardine migrations and the significance of why everything was together at the same time.

M *How have you seen fishing change over the years?*

That's a loaded question, especially with the arms race we have going on today. Looking back, I can remember when we fished for whites on 50-pound gear with wire leaders and J hooks. It took a lot of convincing of captains to let me use even 30-pound reels with 50-pound line. Trying to catch a blue on light tackle was out of the question. The changes resulting from several conservation decisions, especially the increased use of circle hooks, have made a huge difference. Can you imagine how many sailfish and white marlin would die if we were all still using J hooks? They've made a huge difference, and we are all benefiting.

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WHERE

NOVEMBER As winter weather patterns begin to take shape in the Northern Hemisphere, summer begins in the Southern, and these changes bring lots of highly anticipated fishing opportunities in both regions. Whether you want to fish close to home or shoot across the world, our panel of Marlin experts tells you where to head this month for a great bite.



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The Essentials

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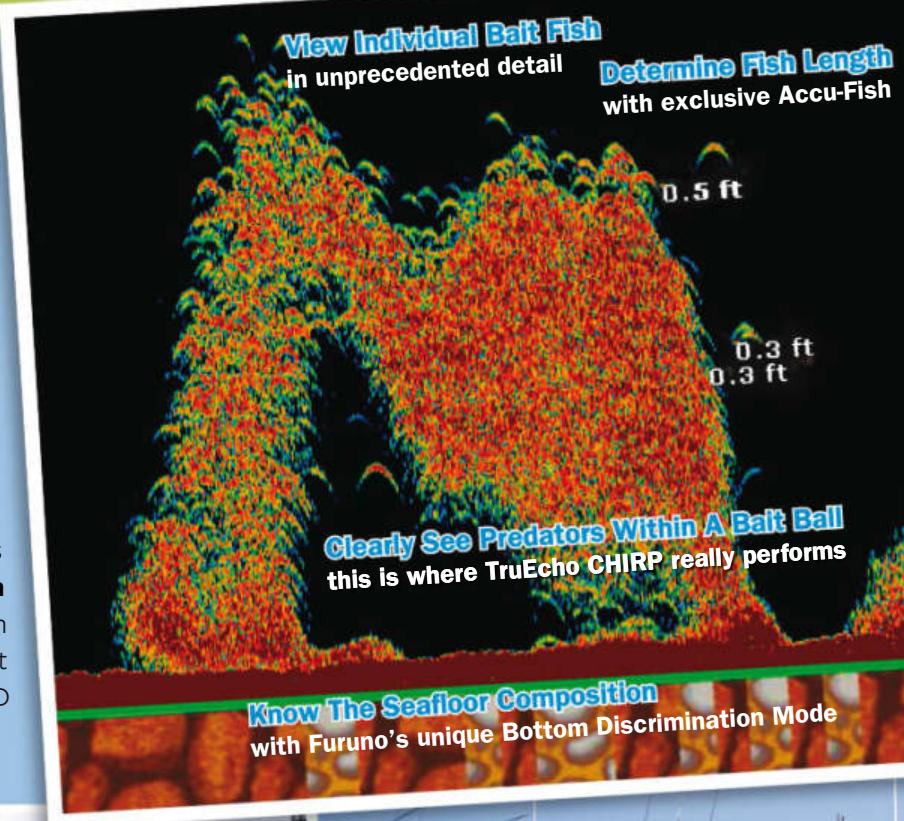
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BY JOHN ASHLEY

HAWAIIAN INTERNATIONAL BILLFISH TOURNAMENT

Team Likeke, of the United States, holds off tough competition to win the 56th HIBT

AUGUST 8-15, KONA, HAWAII

Anglers come from far and wide to fish the Hawaiian International Billfish Tournament; why is this so? The beautiful and calm Kona waters off Hawaii's Big Island are full of surprises, and one lure might be pounced on by a 100-pound striped marlin, then an hour later the same lure could be devoured by an 800-pound blue marlin, that's why. Huge yellowfin tuna are always lurking in the warm currents as well. These hard-fighting tuna also score valuable points in the HIBT.

This year, 31 teams participated in the seven-day HIBT, which has been running now for 56 years. This is a fantastic achievement and a credit to hardworking founder and director Peter Fithian

Makoto Yaegashi, of Japan, caught a 573.4-pound blue during the first day of the HIBT.

and his wife, Roberta. The team of expert officials working with the Fithians makes this tournament very special and unique in every way. The fabulous fishing and camaraderie that comes out of this annual no-cash event is absolutely remarkable.

The threat of a distant hurricane way to the north of the Hawaiian Islands didn't stop all the boats from venturing to sea for the first day of fishing. It was almost as if the fish knew the protected waters off Kona were a good place to be as well because the hookups came one after another. Teams saw good numbers of blue marlin, along with a few spearfish and big yellowfin tuna. Thirty-four billfish were tagged and released during the first day, and a 573.4-pound blue was brought to the weigh station. Angler Makoto Yaegashi from Team Kusatsu Game Fishing Club, of Japan, battled

TOURNAMENT QUICK BITES

PIRATE'S COVE BILLFISH TOURNAMENT

Aug. 10-14, Outer Banks, North Carolina
Capt. Rob Mahoney and Sea I Sea released 11 white marlin and four blues to earn first place. *Uno Mas* finished in second place with eight whites and three sailfish, and *Dirty Business* finished in third with nine whites and one blue marlin.

FLOR DE CANA INTERNATIONAL TOURNAMENT

Aug. 12-15, Marina Puesta del Sol, Nicaragua
Capt. BC Angel and his crew aboard Sea Angel released a total of 57 sailfish in three days to claim first place. *Pelese* finished in second, and *Gallo Pinto* took third.

MIDATLANTIC \$500,000

Aug. 16-21, Cape May, New Jersey
Winning a total of \$714,259, the crew aboard *Texas Tea* weighed a 77-pound white marlin. *Makara* won the blue marlin division with a 566-pounder.

VIRGINIA BEACH BILLFISH TOURNAMENT

Aug. 19-22, Virginia Beach, Virginia
Separated only by time, the top three places each released seven white marlin. *Welder's Ark* took first place, followed by *Croupier* and *Home Run*.

MBGFC INVITATIONAL LABOR DAY TOURNAMENT

Sept. 4-7, Orange Beach, Alabama
Full Bird took top-boat honors and first place in the catch-and-release division. Mike Bass aboard *Palustris* weighed a 430.4-pound blue.



JOHN ASHLEY (TOP; OPPOSITE), COURTESY MBGFC

the blue marlin on 50-pound tackle to gain bonus points.

At the end of a successful first day, boats displayed tag-and-release flags on the way back to the dock, setting a colorful scene not experienced for over a decade in Honokohau Harbor. Local and visiting onlookers queued up to watch the weigh-ins, and it was a great spectacle for all to see. The big blue marlin drew attention from the nonfishing audience, which was amazed at its size and curious about the species and fate of the fish. The few fish weighed during the tournament are never wasted and are consumed by the local community.

The second day was also very productive, with plenty of blue marlin tagged and several big yellowfin tuna caught. South Australian Game Fishing Club angler Rolf Czabayski had a long, hard fight with the biggest yellowfin of the day, a 164.4-pounder caught on



Rich Wilson and Tony Crabbe from Team Likeke won the coveted Governors Trophy.

50-pound tackle. The fish was topped a couple of days later by lady angler Claire Duke from Australia's Gold Coast Game Fishing Club, with her 191.5-pound yellowfin to claim the prestigious Jim

Harvey Memorial Trophy.

I can't remember an HIBT when the leaderboard was so close, but an epic battle for the Governors Trophy developed going into the final day of the tournament among the top four teams: Team Likeke, from the United States; the Sunshine Coast Game Fishing Club, from Australia; the New Britain Game Fishing Club, from Papua New Guinea; and Japan's Kusatsu Game Fishing Club. The Likeke team stayed in front with a spearfish tag-and-release despite another surge from the Sunshine Coast team with another tag-and-released blue marlin. Out from fourth position came the team from the Kusatsu GFC, scoring more points with another blue marlin. There was only a seven-point difference between first and second place, and 175 points between second and third place. It was the tightest results ever in the history of the HIBT. ☺

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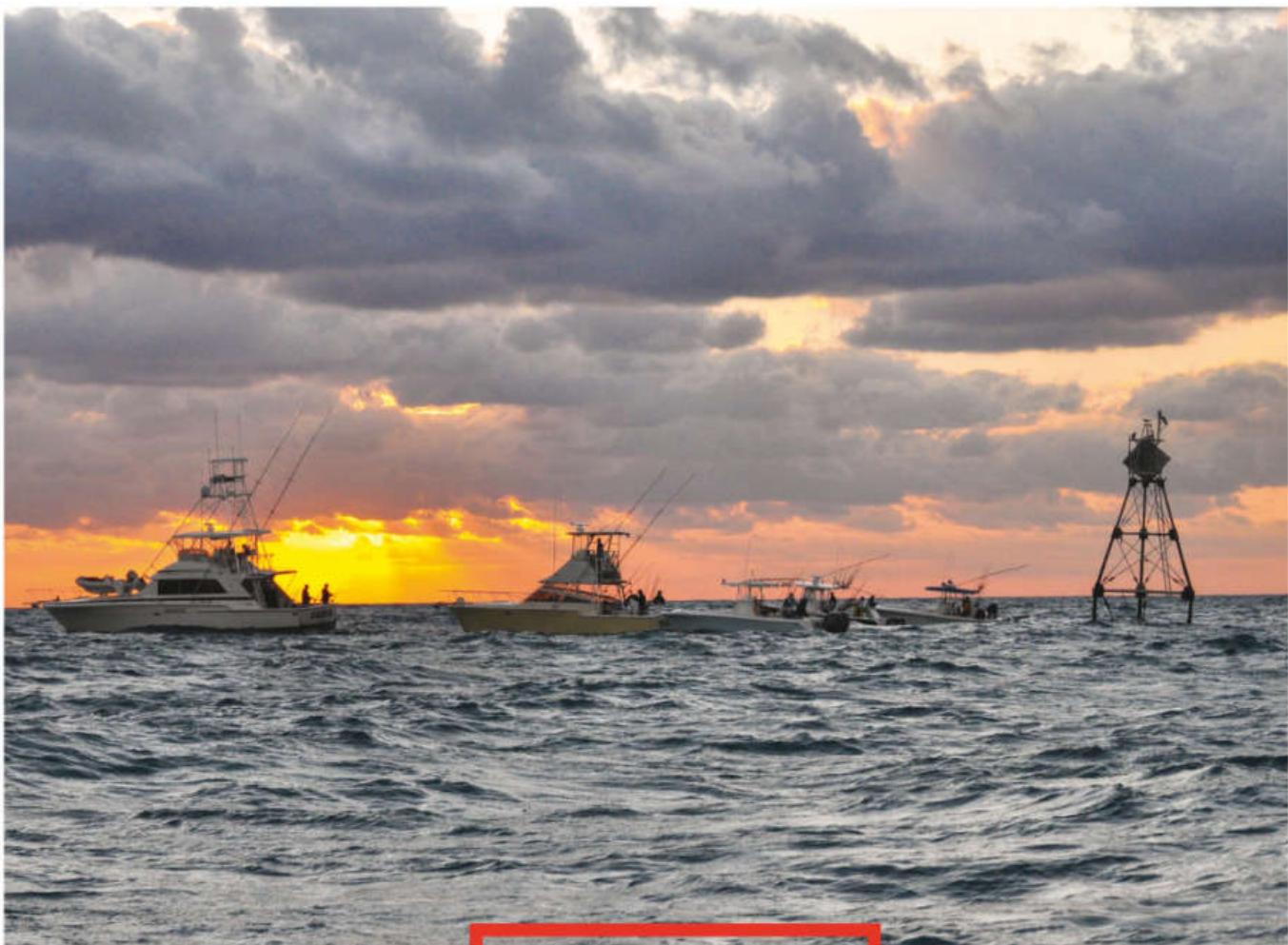
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MIAMI BAIT SPOT ON THE BRINK

Demolition halted, with hope of building anew

BY ANDREW COX

At any given point between Palm Beach and Key Largo, Florida, you can look offshore in wintertime and see kites flying high above sport-fishing boats chasing sailfish along the edge. There is no denying the importance of live bait to captains and anglers in this region, but making bait is not as easy as it once was. Recent

developments, spurred by Coast Guard initiatives and Miami's Government Cut deep-dredging project, have taken away a valuable baitfishing spot and threatened the future of others. Vital not only from an ecological standpoint, live bait drives the sailfish fishery, which draws anglers from around the world and raises the adrenaline levels of tournament teams throughout winter.

The East Range Marker, known by South Florida anglers as the Bent Range Marker, recently was on the brink of destruction before members of the South Florida fishing community stepped

Bug Light once served as a staple for anglers and captains chasing sailfish off Miami. After its demolition, many want it back.

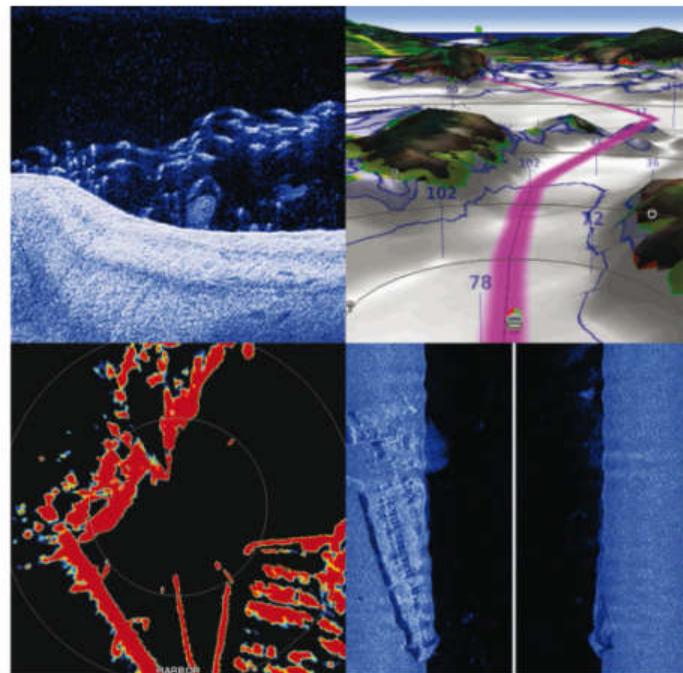
forward just in the nick of time. Built as a navigational aid for ships entering and exiting Government Cut, the tower has become an iconic spot and an instrumental part of the world-class sailfish fishery. In July 2014, a sister beacon just south of Key Biscayne known as Bug Light was demolished as part of the Coast Guard's ongoing project to remove nonessential navigational beacons. Without taking into consideration the indirect impacts on the sport-fishing industry and the essential habitat created by the lights as a fish aggregating device for baitfish, the Coast Guard contracted to have the Bent Range Marker removed as well.

Not allowing the sport-fishing community to be caught off guard, as it

CONTINUES ON P. 32

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had been with Bug Light, Bruce Marx, a Miami-based attorney and lifelong fisherman, contacted the Coast Guard and city officials to explore avenues to prevent the demolition of the Bent Range Marker. Federal regulations allowed the Coast Guard to hand the responsibility of the marker over to a local government or nonprofit organization, and through discussions with both the Coast Guard and the city of Miami Beach, Marx secured an agreement. This would allow the Coast Guard to divest its interest in the Bent Range Marker and allow it to be transferred to Miami-Dade County, preventing its demolition. Marx and Jose Fonseca, tournament director of the non-profit Capt. Bob Lewis Charitable Billfish Tournament, met the challenge of raising the needed funds, in excess of \$140,000, to buy out the contractor and maintain and repair the marker, now the financial responsibility of the tournament.



BRING BACK BUG LIGHT

With the Bent Range Marker secured, Marx and Rodney Barreto now are rallying support from the sport-fishing community to bring back Bug Light. "This campaign will involve an attempt to secure the necessary government approvals and permits that will allow for the installation of a fish aggregating device in the location where Bug Light had previously stood since 1929," Marx says. "Bug Light was as much an iconic structure for Miami fishing as

the Orange Bowl was for Miami football, and it's important they know that." Marx and Barreto hope a valuable precedent was established among the South Florida fishing community that will serve as the framework for their effort to add habitat where Bug Light once provided great baitfishing opportunities.

Marx, who began the campaign in early September, is asking the sport-fishing community to send him letters (bmarx@marlowadler.com) made to the attention of Biscayne Bay National Park Superintendent Brian Carlstrom, explaining the importance Bug Light has on the sport-fishing community. "It is important for the fishing community to provide Superintendent Carlstrom an insight as to our experience with Bug Light so that he can gain an adequate appreciation and understanding as to why it is so critical to install an FAD in the location where Bug Light once stood," says Marx. 

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IT'S IN THE DNA

Genetic Study Hopes to Uncover Unknowns in White and Striped Marlin

A new study at the Virginia Institute of Marine Sciences (VIMS) seeks insights into billfish population structures through the use of genetic analysis collected by anglers. Little is known about the distinct populations of billfish in a particular ocean despite information gathered from traditional tagging studies. In an effort to better understand mixing between populations on a genetic level, Nadya Mamoozadeh, a Ph.D. candidate at VIMS, will look at tissue samples throughout the distribution ranges of white marlin in the Atlantic and striped marlin in the Indo-Pacific, with an emphasis on known spawning grounds. Results from the genetic analysis can be compared with those from tagging data to put together a comprehensive picture of population structures of these highly important species. This information will further provide scientists with key data that are important in the stock-assessment process in an effort to help prevent unintentional overfishing. By using just a small fin clip that can be collected before releasing a billfish, Mamoozadeh can identify key features in the DNA that differentiates one population from another to generate a greater picture about stock structure. You can find out more about the project or request a sampling kit to help in the project by emailing Mamoozadeh (nrmamoozadeh@vims.edu).

SEVENTH ANNUAL GREAT MARLIN RACE

The IGFA Great Marlin Race celebrated its seventh anniversary at the 2015 Hawaii

International Billfish Tournament. Since the 2009 HIBT, where the IGMR began, it has gone global through the continuing efforts of the IGFA and Stanford University. This year, five mini PSAT tags were deployed on blue marlin off Kona during the event. You can visit igmr.igfa.org for more information.

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PHOTOS BY RICHARD GIBSON



The lay day of this year's Casa de Campo International Blue Marlin Classic tournament included the debut of the Casa de Campo donkey-polo match, a hilariously grueling sport. **Top left:** Rider Dustin McRay, Texas. **Top right:** Puerto Rico's Gaby Fernandez falls from his mount. **Bottom:** The winners toast to victory. 



Top: Donkey-polo riders and handlers get into scoring position. **Bottom left:** Capt. Tess Sheil steals the ball.
Bottom right: Florida's Chuck Evers celebrates a score.

+

FOUR
PROMINENT
MEMBERS OF
THE OFFSHORE
RECREATIONAL-
FISHING
COMMUNITY
WEIGH IN ON
AN IMPORTANT
TOPIC.



JOAN VERNON
CONSERVATIONIST/
TOURNAMENT ORGANIZER
KEY BISCAYNE, FLORIDA

In the Atlantic, managers should make better use of scientific-research results on migratory billfish patterns. Data from tagging programs such as The Billfish Foundation's and the Adopt-A-Billfish program, have established billfish spawning regions. We need longline closures in known spawning areas. In the Pacific, I would like to see an exclusive economic zone of 200 miles throughout the region, with commercial fishing highly regulated within that zone. Research has proved that the vertical habitat of billfish in the eastern Pacific is limited due to the dissolved oxygen level. Because of this, longlines and purse seines need to be seriously managed.

WHAT WOULD BE THE SINGLE MOST IMPORTANT CHANGE WE COULD MAKE TO CURRENT MANAGEMENT POLICY IN THE COMING YEAR TO BENEFIT BILLFISH STOCKS?



CAPT. SKEET WARREN
CHARTER CAPTAIN
FLAMINGO, COSTA RICA

The single biggest issue is the continued limitation of commercial fishing fleets worldwide, in foreign as well as U.S. waters. Because of advanced technology, the stocks of pelagic fish have been severely depleted. In the 35 years that I have been fishing professionally, I have seen a big decrease in fish populations. Because of organizations like The Billfish Foundation educating foreign governments on the economic value of a live billfish, I have seen the billfish stocks, as well as tuna, start to come back recently. In Costa Rica, we have suffered a serious decline in the yellowfin tuna population because of overfishing, but because of new regulations, our charter clients are slowly beginning to experience the thrill of catching them again.



BILL SHEDD
PRESIDENT, AFTCO
MANUFACTURING CO.
SANTA ANA, CALIFORNIA



CAPT. RAY ROSHER
CHARTER CAPTAIN
MIAMI, FLORIDA

We should be focused on the creation of habitats intended to increase baitfish stocks in both inshore and offshore waters. I believe healthy baitfish stocks are one of the most important elements impacting the health of an area's predator-fish population. These new habitats could be in the form of concrete or steel structures, or fish aggregating devices in our bays and coastal shallows. FADs could also possibly be attached to shipwrecks or concrete structures both in deep and shallow water. I have personally seen a huge difference in billfish numbers — mainly sailfish and blue marlin — around FADs or wrecks. I believe this is related to the abundance of baitfish around these types of artificial reefs. Oil rigs in the Gulf have proven to be blue marlin havens over the years, but it's not that easy to get one of those erected on the East Coast.

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HAVE A QUESTION?



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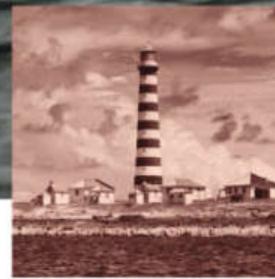
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HISTORIC FISHING

BAHIA OF THE BAHIA



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NOSTALGIA

BY JAN FOGT

DESTINATIONS

AMMAS

**BIG-GAME
FISHING
MIGHT NOT
HAVE BEEN
BORN HERE,
BUT THIS IS
WHERE IT
GREW UP**



**IF SANTA CATALINA IS WHERE SPORT FISHING BEGAN,
THE BAHAMAS IS WHERE MODERN-DAY TACKLE,
TACTICS AND SPORT-FISHING BOATS WERE PERFECTED.
EVERYTHING FROM THE AGGRESSIVE FISHING STYLE
WE USE TODAY TO OUTRIGGERS, TWO-SPEED BIG-GAME
REELS, THE BIMINI TWIST AND 100 PERCENT ALBRIGHT
KNOT GOT THEIR START IN THE BAHAMAS. THESE CAME
AS A RESULT OF FISHERMEN SHARING IDEAS OVER DOCK
TIME AT BIMINI, CAT CAY, CHUB AND WALKER'S CAY.**

Those exchanges led to the creation of organizations like the International Game Fish Association and The Billfish Foundation, and tournaments like the Bertram-Hatteras Shootout. The Bahamas is where John Rybovich got the idea to build the aluminum tuna tower and transom tuna door, where Jo Jo Del Guercio sketched the first rocket launcher and Roy Merritt the first mezzanine. Clubs like Cat Cay, the Bimini Big Game Fishing Club and Chub have been inspiring anglers for almost 100 years.

BIMINI

Around 1920, Bimini came into focus as a probable big-game East Coast fishing location. Among the first to fish here was a Miami tomato farmer by the name of Thomas J. Peters, who built the first hotel catering to fishermen. The Bimini Rod and Gun Club — the model for resorts to



BEGINNINGS: Early fishing innovations grew out of the offshore fishery off Bimini in the 1920s and '30s. Iconic buildings included the Bimini Big Game Club (below) and the Bimini Bakery (above).



come — opened to great fanfare in 1923 and was reduced to kindling by a hurricane in 1926.

Writer Van Campen Heilner was the first to land a marlin here, catching and releasing two blues in 1925. The next to catch one was writer Kip Farrington in 1933, followed by fishermen such as Capt. Tommy Gifford and Michael Lerner, who caught one of the first big blues: a 444-pounder on 39-thread line, in 1934.

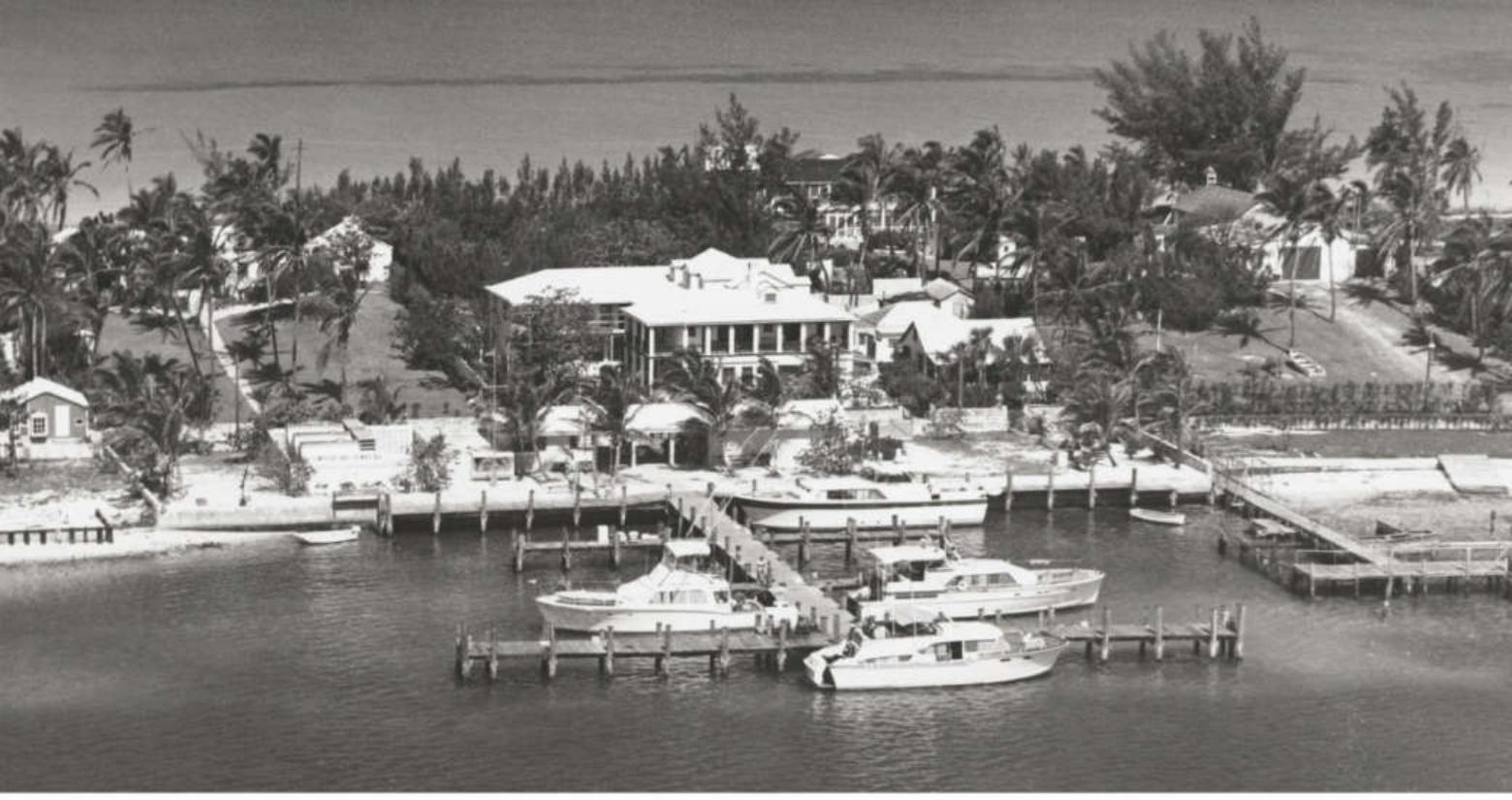
By the mid-1930s, Bimini was on every Atlantic big-game fisherman's radar, including novelist Ernest Hemingway. In *Fishing the Atlantic*, Farrington writes of seeing 16 blue marlin caught by 15 boats on the Bimini dock on July 4, 1936, thanks in large part to Hemingway's "reinvention" of big-game fishing in 1935, after his capture of the first un mutilated (by sharks) giant tuna. Prior to Hemingway, anglers used passive fishing tactics to defeat large game fish, essentially letting the boat and line belly defeat the fish. Hemingway, with his "go-for-broke" style, was the first to fight a fish using drag and leverage, never allowing the fish to rest.

In those days the only place to stay on Bimini was Mrs. Helen Duncombe's Compleat Angler Hotel, a mainstay until it burned to the ground on New Year's Day 2006. Popular as the Compleat Angler was, sport fishing shifted from Alice Town to the Bimini dock with construction of the Bimini Big Game Fishing Club's six cottages and marina at the end of World War II.

The Bimini Big Game Fishing Club started out as a downtown supper club in 1936. The guy behind its rebirth as a fishing resort in 1947 was entrepreneur Neville N. Stuart, who came to Bimini from Nassau as a fuel salesman and bought the Fountain of Youth bar in the late '30s. Soon after, he built the Anchor's Aweigh Hotel.



RICHARD GIBSON (TOP), COURTESY IGFA / IGFA.ORG (2)



Stuart's vision of Bimini as an international fishing destination began with his organizing the island's first marlin tournaments — the Bimini White Marlin and Bimini Blue Marlin — followed by the Bahamas International Tuna Matches, which he co-hosted at the Big Game Club with the Bahamas Development Board. Attracting top anglers from a dozen nations, the five-day event followed the May Invitational Cat Cay Tuna Tournament. The first tournament, producing catches of 29 giant tuna, was won by Elwood Harry with a 428-pounder.

After adding on to the marina, Stuart sold the resort to Bacardi Rum International of Bermuda in the late '60s. Bacardi's interest in a fishing resort was more about tax and business benefits for its Nassau distilling operations than angling, explains Michael Kaboth, the club's manager from 1980 to 1993.

"I was hired to replace the club's retiring manager, Bill Garcia," he says. When Kaboth came on board, the Big Game Club was losing more than it earned and was in need of a face-lift. He turned both around during his tenure. Not long after, marketing director Raul Miranda of Bacardi's Bermuda offices took over the Bacardi Rum Billfish Tournament, making it a success. For 30-plus years it kicked off the Bahamas tournament season. At the height of its popularity, 98 boats competed, including artist Guy Harvey and Kaye Pearson of the Fort Lauderdale Boat Show, who won it twice; Sam Jennings; Rus Hensley;

and Bartow Rainey, who won the first Bacardi on *Hammerhead* in 1980.

By 1979, Bimini was better known for big blue marlin than giant tuna due to Miami contractor Sam Jennings' capture of a 1,060-pounder caught the final day of the Bimini leg of the Bahamas Billfish Championship. Beaten by David Albury with a 1,119-pounder in the 2011 Treasure Cay Billfish Championship, Jennings' fish remains the Bahamas' first grander and a game changer for Bimini.

Ironically, it was not caught in deep water off the Pines, where captains usually fished, says Capt. Bill McMurray. "Having not seen a fish all week, I was working from offshore to inshore, hoping to beat the fleet to the fuel dock, when I got a call at 3:30 p.m. from Capt. Billy Ridgeway about bonitos busting the surface in 1,600 feet. I was right there when he called; soon after, a big fish hit the teaser." Jennings saw it and was on his feet, feeding a mackerel to it.

After a half nelson, the fish stayed deep. Jennings battled it for two hours and 40 minutes. With only one mate aboard, Ridgeway dispatched a deckhand to assist. They made the dock with seven minutes to spare for the first of Jennings' two championship titles, in 1979 and 1980.

CAT CAY

If Bimini has changed, Cat Cay's current owner-managers made sure Cat Cay didn't. With

HUMBLE START: Early versions of marinas in Bimini were simple affairs but nevertheless attracted top boats from Florida and beyond. Tales of huge bluefin tuna and blue marlin brought the best crews to the area.

THE BAHAMAS





the exception of two vans used for transporting luggage, cars have been banned here for 60-plus years. It's all part of the plan to ensure this big-game fishing enclave retains its charm and the clublike atmosphere that's made it a premier destination since the 1930s.

New York advertising executive Lou Wasey purchased the wooded 1-by-3-mile-long island, a one-time hideout for pirate Henry Morgan, in 1931, with the idea of turning it into a private sporting retreat for family and friends. Indeed, snipe, pigeon and turkey hunting was as important to Wasey as fishing, even after the discovery of giant tuna in May 1933 by Miami charter guide Tommy Gifford, whom Wasey had hired to explore angling opportunities.

With so many friends clamoring to visit, Wasey converted his private island into a highbrow English-style club in 1937, replete with white-coated servers delivering room service by bike. Amenities included the epically autographed Kitten Key Bar, separate dining rooms for owners and their crews, docks, pool, tennis courts and a nine-hole golf course. There also were rental cottages, and trap and skeet fields hosting everyone from the Duke and Duchess of Windsor to President Richard Nixon, and fishermen such as Farrington, Hemingway, DuPont heir Bill Carpenter and Miami's Julio Sanchez, who won the first Cat Cay Invitational Tuna Tournament

here in 1939.

From the get-go, Cat Cay was intentionally exclusive and expensive, with a 100-member limit that hasn't expanded by much since 1937. Unruly guests in this aristocratic setting were not invited back. Those who made the grade could buy 99-year leases, not deeds. All was good until Wasey died in the '60s and his heirs were hit by the double whammy of inheritance taxes and Hurricane Betsy, which devastated the island in 1965.

In disrepair, Cat Cay was purchased in 1968 by Bimini landowner Willard F. "Al" Rockwell, heir to the aviation company, and Dr. Joseph Kazickas, who managed it until 1985, when a consortium of equity club members bought it — led by retired Pennsylvania miner Carl Doverspike, who became a landowner in 1977 after being drawn by the quest of catching giant tuna.

They have provided stable management that



“BIG-GAME FISHING IS NOT WHAT IT ONCE WAS. NOW, INSTEAD OF HUNTING GIANT TUNA, WE DEEP-DROP OR GO FOR WAHOO. THE ONE THING THAT HASN’T CHANGED IS THE CAMARADERIE, FIVE-STAR DINING AND SERVICE GENERATIONS OF MEMBERS HAVE ENJOYED HERE.”

**CARL DOVERSPIKE,
CAT CAY MEMBER**

has led to soaring property values. With a limit of 175 approved members, Cat Cay appeals to a wide range of people seeking anonymity and the laid-back out-island lifestyle; people ranging from corporate CEOs to celebrities who come by plane and boat.

Now in his 80s and still a fisherman and Cat Cay member, Doverspike regards his capture of the then-Bahamas-record 940½-pound bluefin tuna with Capt. Pat Stone on April 4, 1979, as a career highlight. "We caught it on 80-pound tackle on our way to Cat Cay on what then was a new 53-foot Merritt on its shakedown cruise.

"Big-game fishing is not what it once was," Doverspike adds. "Now, instead of hunting giant tuna, we deep-drop or go for wahoo. The one thing that hasn't changed is the camaraderie, five-star dining and service generations of members have enjoyed here."

CHUB CAY

Chub is where the world's first Atlantic grand slam of a white marlin, blue marlin and sailfish was caught. It's also where the first Bahamas Billfish Champion, Warren Schafer, was crowned in 1974 at what was then the Crown Colony Club.

Located just 35 miles from Nassau and 125 miles from South Florida, Chub Cay sits on the southern tip of the Berry Islands. Chub's proximity to the Tongue of the Ocean and Great Bahama Bank makes it one of the most prolific big-game fishing destinations in the Bahamas. Surprisingly, though, it took a while for big-game anglers to discover it.

Around 1952, a group of South Florida fishermen leased 100 acres from Chub's Canadian owners to build a private fishing club. Improvements included a landing strip, docks, a 16-room motel, a pool and a clubhouse. Led by Lou Doherty, they wanted their new Bahamas camp to feel like an "old-boys club;" women were not allowed at first.

"Chub was about as far as you could go in the Bahamas in an open gas boat then," recalls Palm Beach Capt. Jack Morrow. "Aside from the fishing, which was fantastic, what I remember then is drinking warm rum and Coke to preserve our ice for the baits."

In 1972, the Canadian owners transferred the lease and property to the Pendley brothers, of Atlanta, who later sold the club to a group of Texas investors led by Houston businessman Jim Greer. Months later, Greer and two additional investors purchased the remaining 750-plus acres, including the airstrip. After that, the Crown Colony Club became the Chub Cay Club



and Marina, which Greer oversaw from 1975 until 2004, when it was sold again. Doherty, the organizing force behind the first BBC in 1974, preceded Greer as property manager.

Few changes were made to the 16-room motel and pool, clubhouse and airport runway, but the docks did get a face-lift, recalls McMurray, who fished five summers at Chub Cay on Warren Schafer's *Fisherman's Paradise* between 1969 and 1974. Today, the marina is one of the largest in the Bahamas, says Greer. With floating docks for 217 boats to 150 feet in length and 12 feet of water at low tide, "It's the best facility in the out islands." And with a 5,000-foot airstrip capable of handling jet traffic as well as turbo props, Chub Cay became an attractive acquisition target for the late Kaye Pearson and investors in 2004.

Their plan was to transform Chub into an exclusive superyacht destination. By 2010 it was a bank-owned property in receivership, which Greer's friend and fellow Texan George Bishop

CHUB CAY: Chub became a private enclave for anglers seeking a quiet spot with proximity to great fishing. The Crown Colony Club later became the Chub Cay Club and Marina, which enjoyed its heyday in the 1970s and '80s. Today, Chub is being reinvigorated with new capital and ownership.



GREEN TURTLE CLUB:
The Green Turtle Club was developed by English biologist and boatbuilder Allan Charlesworth and remains a top getaway spot for everyday folks and celebrities alike.



purchased in 2013. After going through reams of red tape, the clubhouse, restaurants, rental facilities and other amenities will be getting an upgrade this year, says Greer, who still owns a home there and works as a consultant.

GREEN TURTLE CLUB

Green Turtle Cay lies just off boomerang-shaped Great Abaco Island. Here, pastel sun-bleached buildings populate the settlement of New Plymouth, a 100-year-old community that feels more like New England than the Bahamas. "New Plymouth always had a town feel to it. As far back as the '60s it had a meat market, grocer and hardware store," says Capt. Jack Morrow.

In 1963, English biologist and boatbuilder Allan Charlesworth was also drawn to the historic boat-building community. Arriving in Green Turtle aboard one of the Ranger Yachts he made his fortune designing and building. Charlesworth spent the winter. The following year, he returned with his family and bought the resort complex that remains one of the most popular in the Bahamas.

Shy and retiring, neither Charlesworth nor his

wife had the kind of quirky personality to make such a place go. But larger-than-life managers such as Penny Turtle and, later on, Donna and Bill Rossbach put the Green Turtle Club on the map.

Since 2004, the resort has been under the ownership of Ocean City, Maryland, hoteliers Adam L. Showell and his sister Ann Showell Mariner. Not a fishing club per se, Green Turtle still attracts angling groups from the Palm Beaches, Fort Lauderdale and Miami, along with prodigious numbers of sailors and Nassau's elite looking for a quiet getaway, all of whom seem to commingle in the most congenial way.

"Aside from fishermen, a lot of our clientele were celebrities looking for a vacation place like this where they could wear flip-flops and be themselves," says Bill Rossbach. "That and great service and food, along with pretty great fishing, is what set Green Turtle Cay apart." Among the celebrities using Green Turtle as their getaway then were country star Tanya Tucker, actor Christopher Reeve and his family, and astronaut Edgar Mitchell.

Charlesworth, who lived on the property until his death in 1989, kept a low profile, says Rossbach. His main concern was providing great



dining service and food that attracted not just vacationers but locals as well. "We became part of Green Turtle's rather eccentric cocktail circuit," explains Rossbach, "widely acclaimed for our fine dining and specialties like Duck a l'Orange, which the cooks learned to prepare from chefs that Charlesworth would periodically bring over from the Boca Raton Hotel & Club.

"We'd always put out appetizers and free cocktails for the town as well as participants during weigh-ins," Rossbach adds. "Part of what makes Green Turtle unique is the friendship fishermen and locals enjoy. On the opening day of a tournament a few years back, a fire broke out in town. Instead of heading offshore, fishermen ran their boats a mile to New Plymouth to work the bucket brigade to put the fire out. That's the kind of place Green Turtle is."

WALKER'S CAY CLUB AND MARINA

In 1949, Farrington, the writer, raved about the potential of the remote outpost of Walker's Cay at the top of the Abaco Wall — the northernmost



WALKER'S CAY:
Hurricanes Jeanne and Frances destroyed Walker's Cay in 2004, and it has yet to reopen, but in its heyday, Walker's hosted many top tournaments, including the early Bertram-Hatteras Shootouts. The shot of the fleet returning to Walker's after a day competing in the Shootout (above left) remains one of the most famous photos ever taken in the Bahamas. The smaller shots above show the fleet during the Bimini start and at the Walker's Cay docks.

island of the Bahamas. "Except for New Zealand, I have never seen more schools of baitfish and more bird life feeding on it and other fish than I have off Walker's Cay," Farrington said.

With one of the highest elevations in the Bahamas, the 92-acre island has enjoyed a rich history dating to the time of Ponce de Leon. The island was named for British judge Thomas Walker, who was exiled here in the 1700s. Two hundred years later, Palm Beach businessman and pilot Buzz Shonnard bought a 99-year lease and built a home.

After his service in World War II, he returned to his island and built a cross-shaped 16-room inn and dining room, docks, and a 2,500-foot airstrip for guests flying in and to transport the lobsters and stone crabs he sold commercially in Florida.

Some of the largest Atlantic blue marlin in the world then were caught by Shonnard and his friends, who boated a 700-pounder in 1939. Another 600-pounder and two over 500 pounds were caught before 1940. In 1948, one captain raised 19 blues, and another 15, in a single day. With two well-equipped charter boats for hire, Walker's became a popular fishing destination.

Fringed by a barrier reef with towering coral formations and clear visibility teeming with marine life, it was a popular dive location as well.

In the late 1950s, Robert H. Abplanalp — inventor of the valve for the aerosol spray can and CEO of Precision Valve Corp. — purchased a large tract on Grand Cay on which to build a family vacation home and getaway. By the early 1960s, he was hosting his friends Richard M. Nixon and Bebe Rebozo to fishing and card-playing weekends on the island.

All three men loved fishing, and one of their favorite destinations was off Walker's Cay, which Abplanalp and his wife really liked for its airstrip and other amenities. In 1968 Abplanalp bought the lease and set about making improvements to the marina, customs house and inn, eventually enlarging it to 62 rooms with a 75-slip marina. To honor his wife, a devout Catholic, he built a small stone chapel for worship. Eventually, he improved the water and power plant, and added a dive shop and an aquaculture facility that raised clownfish and other tropicals.

Walker's hosted one of the first legs of the Bahamas Billfish Championship in 1974, and later, marine conservation became a calling for Abplanalp. In 1987, he instituted a 300-pound minimum weight on blue marlin brought into Walker's Cay. "This was before there were any minimum federal size limits," says Capt. Billy Black, who ran the charter boat *Duchess* from Walker's



CHANGING FLEETS: The photo above illustrates how boats have changed since the early days of the Bahamas. The boats have grown in size and speed, with many custom boats taking the place of early production models.

between 1977 and October 2004, when the resort was destroyed by hurricanes Frances and Jeanne, which hit three weeks apart.

As any Hatteras or Bertram owner will tell you, the greatest years of the Bertram-Hatteras Shootout were recorded at Walker's Cay, where there always was a waiting list for slips to fish it. Ditto the Walker's Cay Billfish Championship, which for several years was held in two legs to accommodate anglers wanting to fish it.

There was only one formal restaurant and the Lobster Trap cafe, a dive shop and a marina to occupy guests on Walker's, yet the experience is burned into the memory of everyone who ever fished here.

BOAT HARBOUR AND ABACO BEACH RESORT

Lauded as one of the top-five blue marlin fishing locations in the world, Great Abaco Island and the centrally located Abaco Beach Resort and Boat Harbour Marina at Marsh Harbour are ground zero when it comes to being in the thick of this world-class fishery.

In 1985, Leonard Thompson sold his Great Abaco Hotel to a group led by Peter Sweeting. After renovations, it reopened as the Abaco Beach Resort and Boat Harbour Marina. The first Bahamas Billfish Championship leg was fished here in 1992. The next year Myrtice Peacock caught a 885-pounder during the Boat Harbour leg to win the BBC title. After that, Boat Harbour was on everyone's list as a must-fish destination.

As the saying goes, the only thing standing between here and Africa is the open ocean. With birds working over vast schools of small tuna and dark-blue water in proximity to long reef lines 20 minutes from the dock, you've got everything it takes for catching a 1,000-pound fish, says Miami marlin fishing specialist Ron Schatman.

"I loved Bimini in the day because it was like home," Schatman says. "But since discovering Boat Harbour in 1992, it has become my favorite place in the Bahamas, for sure. But it also just happens to be one of the best places to fish for big marlin — period."

In the past 15 years, of the 10 biggest blue marlin ever caught in the Bahamas, seven of them have been caught in the Abacos, including the 920-pounder that Schatman caught to win the BBC in 1994.

Schatman says a 2,000-pounder has been hooked here already. "Capt. Ron Riebe on *Abracadabra* had a fish like that on a couple of years ago," Schatman says. "He fought it for 32 hours and 40 minutes before breaking it off. He hooked it 9 miles off Tiloo Cay and Boat Harbour, which has always been one of the best spots to fish there."

The Abaco Beach Club and Boat Harbour could be the perfect package, with great fishing and terrific facilities in a town that's the third largest in the Bahamas. It's accessible and has plenty of shops, restaurants, grocers and hardware stores in what just happens to be one of the prettiest places in the Bahamas.

To Bahamian poet Byron Clinton, the Abacos are "Sheets of flying fish, giant winged frigates and graceful dolphins" — all being pursued by giant blue marlin. That's what makes it one of our favorite Bahamas fishing destinations.



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INNOVATIONS ABOUND
AMONG THE BUILDERS
ALONG THE OUTER BANKS

BY HEATHER MAXWELL

BIRTH OF



JIG BOAT

AS A CHILD I SPENT THE SUMMERS ON OUR BOAT AT RUDEE INLET IN VIRGINIA BEACH, VIRGINIA. I REMEMBER WINNING THE KIDS BLUEFISH TOURNAMENT AND LEAVING THE DOCK AT MIDNIGHT TO TAKE A 12-KNOT CRUISE TO THE BILLFISH GROUNDS.

Every August, teams would fill up Fisherman's Wharf and the Virginia Beach Fishing Center for the Virginia Beach Marlin Tournament. It was during those Labor Day weekends that I developed a palate, if you will, for Carolina boats. Sportsman's *Carolinian*, Irvine Forbes' *My Boy* and the boat that stole my heart, P.D. Gwaltney's *No Problem*. I didn't know then that each was a marvel and that I, as a small kid and later as a fish-crazy teenager, was witness to history in the making.

I say that *No Problem* stole my heart, but it could have been her owner. Woody Woodington, still flirtatious today at the age of 91, was boisterous and joyful. *No Problem* was unlike the other Carolina boats of the day. Her sweeping sheer line and black rub rails made her look like she was going fast sitting right in the slip. Down below, she was a feat of engineering, the first of her kind and the springboard for technology that only today is starting to reach its full potential.

I asked Woodington if it was the boat's composite hull and cold-molded engineering that prompted his purchase back in 1980, and he said, "Darlin', when a man buys a boat, it is a love affair." Woodington claims he saw her picture on the cover of a magazine and that was it. Then he went on to recount fishing stories, and brag about the boat's twin 8-92s and nimble 27-knot speed. "We did some whoopin' that summer, but the next year we were the ones getting whooped," Woodington says.

Speaking of Pilfering

Omie Tillett once told me the easiest way to build the boat you want is to measure all the boats you like. No need to reinvent the wheel when your heart's desire is staring you right in the face. He proved

that one when Warren O'Neal built *Sportsman* in 1961. Her cabin design and sheer line were stolen right from the Rybovich boats of the day.

As it turns out, the local boys farmed the Florida boatyard for more innovations during the next decade. While Buddy Davis was adding strength to his hulls by diagonally double-planking, as was the norm at Rybovich, Billy Holton was taking notes while the builder fooled around with a jig. "I went down several times in the early 1970s," explains Holton. "It took a bit to wrap my head around it, but I finally got it." From that borrowed beginning, the Carolina jig boat took off without looking back.

A Different Point of View

"You will never believe this," says Sunny Briggs, "but I came around the corner one day and found Billy Holton standing on his head outside his boat shop." "Oh yeah," says Holton. "I had to stand on my head to get my mind around it." Well, there you have it.

Holton built the first Carolina jig boat in 1976. His first jig boats were 32 feet, cold-molded with plywood, unlike those of the Rybovich team, which used mahogany laminates. At the time, builders still depended on rock of the eye to set up the jig. Holton learned the trade with O'Neal, Tillett and Davis but was influenced just as much by his stepfather, Sheldon Midgett. Father-in-law to Paul Spencer, and "Papa Shel" to the family, Midgett's story is still being weaved today by the innovations at Spencer, where pushing the boundaries of jig building seems to be the norm.

"I had two shops back then," explains Holton. "I messed around with jigs in one and built plank-on-frame in the other. I built my own jigs



THE JIG

PIONEERS

Jigs are designed using CAD/CAM technology, and many companies use the services of Applied Concepts, a pioneer of modern boatbuilding. Hyper-accurate computer design builds a better boat.



and actually built jigs for other builders as well.” Holton goes on to explain that plank-on-frame was the standard of the day, and the debate had already started over what was the better boat. That is a war that still wages today, but there is no denying that the jigs of today are more modern and precise. “The aids and computers make building the jigs efficient and exact,” adds Holton.

Innovations Abound

“Of course, I had more knowledge of the plank-on-frame boats because I had worked for Omie and Sheldon, but when it was time for my own boat, I could see that jig building was a better way,” says Spencer. “I know the general public is slow to come around sometimes, but I am not quite that way.” From underwater exhaust to pods to composites and resin infusion, the Spencer family has proved it is not afraid of innovation. “If I work it out, do all the research and groundwork, and I feel like it makes sense, then I will try it,” Spencer says.

As we talk about the history of jig building, Spencer touches briefly on digitizing and cutting the jig, but what I believe captures his imagination is the use of Corecell composites. His eyes light up, and he begins to talk a bit with his hands. “P.D. Gwaltney was one of the first people to use Corecell and polyester,” Spencer explains. “That was the very beginning of the improved techniques and technological advances.”

A Little Bit of Genius

Reading Gwaltney’s memoirs, on loan from his son Steve, opens a door into the mind of a boatbuilder who was never satisfied. If P.D. had only been blessed with bottomless pockets, I am certain Gwaltney Boats could have rivaled Boeing for innovations in composite construction.

“Airex wasn’t available in this country back then,” explains Holton. “It was one of the first composite materials, and P.D. had it shipped here from England. I built jigs for him, and we talked about the building process and how to place stations, etc., but he was on his own with the



COURTESY STEVE FRENCH / APPLIED CONCEPTS (2)



END OF AN ERA

A HELPING HAND

On March 30, BB Boats Inc. put to water what might very well be the last Dare County plank-on-frame sport-fishing boat. *Kobayashi Maru* is a 57-footer lofted by Billy Maxwell and built in the old tradition by an all-offshore-captain-and-mate crew on winter break.

Although now retired, Capt. Buddy Cannady found his way over to the boat barn on many occasions during construction and was instrumental in the design of the hull. It now proudly hails from Fripp Island, South Carolina, and entertains the grandchildren of owner Barry Layman.

Interestingly enough, to my offspring at least, *No Problem* was crucial in my husband finagling our first date. While working for the Gwaltneys, Billy painted the boat without a proper respirator. I felt so sorry for him when he was sick from the fumes that I agreed to go out with him.

Today, a 59-foot jig is set up in the BB Boats barn next to my house.

composite materials."

Gwaltney admits in his papers that all of the revolutionary techniques he tried cost a bundle to see through. "All of these better ways of building are actually rocket science," says Spencer. "They start there and then go to the airplanes. Eventually we can afford to implement them on our boats." The Gwaltneys tested fiberglass instead of plywood for the outer layers of their sandwich construction, the first full composite-only construction, and they experimented with weights on their panels, resins and even vacuum bagging.

"All Gwaltney boats since the 47-footer were built with the idea to make them as lightweight as possible, while at the same time making them strong enough for offshore rough waters," Gwaltney wrote. "Contrary to normal boat construction, the internal runners, floors, bulkheads, beams, carlings, decks and stringers were their strength. The hulls we laid up, although strong, were designed to keep the water where it should be, on the outside." Gwaltney boats were designed to do more; all of the parts and pieces had to be lightweight, strong and in the right place.

While the Gwaltneys were well on their way to revolutionizing composite building, Davis was busy as well. In 1980, he tried his hand at jig building, and told me once before he died, "I just didn't like it." Just four years after Woodington fell in love with *No Problem*, Dare County saw the realization of Davis' dream and his first plug and full-hull mold. The innovations in molding hulls were not lost on Gwaltney. He respected the strength and integrity of the molded hull but still frowned at the weight. The builder continued his quest for the best sandwich-construction process and worked his way through composites such as Airex, Klegecell and Divinycell at various densities, as well as roving glass, glass mat, Kevlar fiberglass roving and Fabmat.

It Was Dee's Idea

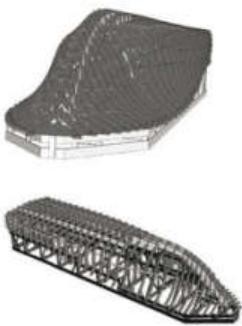
There are those who will argue a plank-on-frame boat is stronger and those who are vehemently opposed to that view, but rare is the man who believes jig building is less efficient. "How do you test the strength of a hull unless it fails?" says Ricky Scarborough Jr. "And how often does that happen in either form of construction? But there is no denying that jig building is a better way. Not a better boat, necessarily, but a better way. I think it is more of a business issue than a strength and integrity issue."

And Scarborough's opinion has merit. He learned

A NEW WAY

CLASSIC LINES

Carolina boats are among the prettiest on the water, with classic flowing lines and a pronounced bow flare. These distinctive design characteristics can be spotted from afar by those who appreciate great boat designs.



COMPUTER AIDED

Modern jig-built boats begin with a computer-designed jig that creates extremely tight tolerances and excellent fit and finish. The finished product is both strong and lightweight, so performance is enhanced.



to plank-and-frame at his father's feet, then taught himself how to use a computer and purchased a CNC router for their interiors. He now uses that router to cut his jigs. "Plank-on-frame requires more skill to build, and that limits you as a builder," Scarborough explains. "In jig building, the skill comes at the drawing phase."

The computerized hull designs were the last piece in the Carolina jig boat puzzle. In 1991, the industry was once again revolutionized, and that particular milestone has captured the imagination of builders all over the globe.

"We used to loft our own hulls," explains Briggs. "We built our own jigs. I started jig building back in 1986 with some 37- and 45-footers. Before that, we built plank-on-frame." Briggs had a call for a new build back in the early 1990s but didn't have the time to build the boat. It was his wife's idea, during a discussion over dinner, that put the industry on its ear. "I was eating supper, and she was washing dishes," Briggs says, "and she said, 'Why don't you call your buddy Steve and send him your drawing; he just has to find a way to cut it out.'"

At the time, Steve French and his company, Applied Concepts, had been making some interiors, but never a hull. "Applied Concepts deserves all the credit, but the whole thing

HIGH-TECH

The latest generation of Carolina boats are built using high-tech coring materials and vacuum bagging technology to save weight and keep material costs down. Efficiency in the building process saves both time and money.

was Dee's idea," says Briggs. "Bob Sheldon got his boat, and it was just like clockwork. We didn't talk about it much back then; we weren't trying to keep it a secret, but we didn't brag on it either." Nearly three decades later, little has changed about the process Briggs and French developed. "That first CNC cut was within 3,000th scale," Briggs explains. "It was closer than any saber saw."

The computerized jig has allowed for a more efficient build, and many builders save even more money refining their materials list. "I only order one extra sheet of plywood per layer for my hulls," Briggs says.

Looking Ahead

Gwaltney used a John Deere tractor to drag steel plates onto his sandwiched Corecell panels; the pressure of the weight created a stronger bond as the resin kicked off. These days, vacuum bagging has replaced steel plates and tractors. I watched workers at Spencer Yachts setting up the cabin mold for a 59-footer with Corecell sandwiched between layers of fiberglass. In a few days, those layers will undergo 28 pounds per square inch of pressure during the resin-infusion process.

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Subject

Chasing Light-Tackle Blues

Location

8° 31' 36.1236" N 85° 37' 48.6768" W

Date

August 2015



By Adrian E.
Gray

B L U E

M A R L I N

P H O T O

M A G I C

**Subject**

Chasing Light-Tackle Blues

Location

8° 31' 36.1236" N 85° 37' 48.6768" W

Date

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The two-day overnighter aboard Gary Carter's G&S *Silver-Rod-O* 100 miles off Costa Rica was unlike anything I could have imagined. Every 20 to 30 minutes, Capt. Yoan would scream out as the shadows of an electrified billfish entered the

spread. It seemed we spent more hours in reverse than forward and raised 40 blues, releasing 21 in the 150- to 300-pound range. Several times we had two fish in the spread, and at one point even had three fish raised. Never had I seen a fish's

pectoral fins charged with intense light, glowing with piercing shades of blue and purple. It was a fishing photographer's dream, and I just needed to keep my balance while we screamed in reverse across the Pacific.



Carter's unconventional strategy for battling these giant blue marlin uses tackle lighter than what most anglers use for largemouth bass. "With big fish and light line, you have to change things up and try to confuse the fish, and hopefully

force them to make a mistake," says Carter. And every once in a while it works – evident by the six light-line billfish world records to his name. Fighting a stubborn blue holding some 200 feet below the boat, Carter put his Tyrnos 30

in free-spool, turned and said, "Watch this, the fish will come up to the top." And that's exactly what happened. The feisty blue marlin came to the top as the leader pierced the surface within a hand's reach for a quick release.



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GLOBAL EXPLORATION

MOTHERSHIPS COME IN SEVERAL DIFFERENT FORMS

ADVENTURE

BY DAVE FERRELL



Lever since Zane Grey shoved off from California to fish and explore the waters around the Baja Peninsula and the Sea of Cortez on his 190-foot three-masted schooner, *Fisherman*, intrepid anglers have pushed the limits and found ways to make traveling and fishing in far-flung spots a relative comfort rather than a chore. Grey pioneered the whole mothership experience out of necessity; in 1925 there were few places that had any kind of accommodations or amenities for either boats or fishermen along the Mexican coastline, so he had to bring everything with him.

GREY OUTFITTED FISHERMAN FOR THE ULTIMATE GUYS VACATION, WHICH HE WOULD LATER CHRONICLE IN THE CLASSIC TALES OF FISHING VIRGIN WATERS. THE SCHOONER BOASTED NINE STATEROOMS, A CARPENTRY SHOP AND EVEN A DARKROOM FOR DEVELOPING FILM. HE BROUGHT ALONG TWO CUSTOM-BUILT, TWIN-ENGINE FISHING SKIFFS THAT HE COULD STORE AND LAUNCH FROM THE DECK. "FOR CATCHING FISH AND BATTLED THE MONSTERS OF TROPIC SEAS, WE HAD EVERY KIND OF TACKLE THAT MONEY COULD BUY AND INGENUITY DEVISE," SAID GREY IN THE BOOK.

And since fueling stations were few and far between, the mother boat also held 5,000 gallons of diesel, 5,000 gallons of fresh water and 2,500 gallons of gasoline. Grey purpose-built this boat for exploring places rarely visited by anyone, including anglers.

Today's motherships come in a wide variety of types and sizes, and while they might not travel to places as desolate as Grey saw in the 1920s, they can still carry you to remote places in a comfort and style that few ever get to experience.

WHAT IS A MOTHERSHIP?

In our sport, a mothership is any vessel that is used as a support ship for a fishing operation. This includes three basic types: globe-trotting operations that either carry the game boat on its deck or tow it behind; a large ship that travels alongside a big-game boat that makes the trips under its own power; and lastly, ships that support game boats in a fairly localized but hard-to-reach area like the wild coast of Panama or the Great Barrier Reef in Australia. In all cases, the mothership acts as your home away from home, allowing you to extend your range and time on station in some of the most remote fishing holes.

Mike Matlack, owner of Gamefisherman Yachts, has been building boats for close to 50 years, and after building several game boats for mothership operations in the late '80s, he became somewhat of a guru when it comes to motherships and the launching systems used to load and retrieve them. "Motherships take the adventure past where the 86-foot Merritts and 92-foot Vikings, and all these new big boats, can go," he says. "Because no matter how big they get, they are still limited by their fuel capacity. Anybody can get



THE MADAM
and *The Hooker*
mothership
operation
epitomized the
idea of a global
fishing venture
that could cross
oceans and
safely explore
untouched wa-
ters in amazing
comfort.

on Dockwise and get mailed to someplace, but if it's a truly remote place, the boat remains limited by fuel and other things once it gets there.

"Also, these big boats have five and six staterooms to accommodate everyone, but once they get to a fishing destination, all those staterooms go fishing with them," Matlack adds. "And the people who don't want to go out on a rough day, like the wife and kids, either have to go or get taken off the boat. With the mothership you can unload the game boat, and everybody gets to do exactly what they want. The nonfishing people get to enjoy the amenities on board and a crew that caters to them. They can even have some smaller boats to go exploring while the hard chargers go fishing. That's what the mothership operation brings to the table: global exploration."

CONVERT OR BUILD FROM SCRATCH

Whichever way you choose to go, just like any boat you build, you have to consider what you want to do with the operation before you get started. Capt. Billy

Borer took over Jim Edmiston's *El Zorro* mothership operation in 1987, eventually running both the game boat and support vessel. "We were one of the first ones, and we made a lot of mistakes!" he says. "There are a bunch of different levels in any operation, and you have to make choices. How nice do you want it to be? What level of service? You have to figure out what you are going to use it for. Are you traveling the world, or just want to be mobile like the ones on the Great Barrier Reef? When I think of a mothership, I think of a globe-trotting, traveling operation, much different from the ones on the Reef."

As a boatbuilder, Matlack doesn't hold back on his



PACIFIC PROVIDER

started out as a mothership base for boats wanting to access remote sections of the Pacific coastline from Panama and throughout Baja California. This eliminates long runs to the mainland and allows for more fishing.

VIVA MAS

and Uno Mas travel the world in tandem, with the big mothership supporting the game-fishing crews and guests. The additional boat gives non-fishing guests the option to stay on board without having to go offshore every day.



opinions about taking an old boat and trying to convert it into a mothership that can launch and retrieve another vessel. "We got involved with motherships by building game boats for a few of them," he says. "The motherships were mostly conversions, and I look at those as a bunch of rust buckets that were just getting money piled into them. What happens with those old renovations is that you spend millions of dollars tearing out the old stuff and going backward, then you spend millions more going forward. Guess what? At the end of the day, you still have an old crab boat. It might have a new coat of paint for the moment, with some new motors and generators and carpeting and whatever, but it's still an old vessel. I did the math and found out that you could start with new and come out just as good. And you can end up with a purpose-designed mothership from the get-go; not something designed to be something else."

SOME BOATS
become nothing more than floating hotels and supply ships that help provide the game boats with a steady supply of food, fuel and tackle in some of the world's most remote and desolate destinations.

put the boat back on the mothership for six bottles of whiskey."

ON AND OFF

During the late '80s and early '90s, several mothership operations plied the world's oceans looking for the next great undiscovered hot spot. The most famous was *The Madam* and *The Hooker*, but Jim Jenks on *Ocean Pacific* and Jean Paul Richard's *French Look* followed closely in its wake. Not one of these operations, however, used the same method to launch and retrieve their game boats, and that's a testament to the challenges that these kind of operations face. "Loading a small boat is a piece of cake if you are at Bahia Mar or Pier 66 in Fort Lauderdale tied up to the dock," says Matlack. "It's another matter altogether if you are in a big bay in a foreign country fighting a surge and a crosscurrent."

Motherships in Australia

If you want to get a taste of the mothership lifestyle while chasing some of the largest black marlin in one of the world's most beautiful settings, then visit australianfishingexpeditions.com/luxury_yachts.html and check out some of the fabulous motherships available for next season.



AROONA

AROONA is a brand-new, purpose-built 70-foot mothership ideally suited to cruising the Great Barrier Reef. The interior is fitted with beautiful timbers, creating a unique style of class and comfort. The outdoor-dining and wet-bar area allows

the guests to enjoy the peace and ambience while anchored behind one of the numerous outer reefs off the Cairns region. There are two master staterooms with en suites, and a third stateroom with a double and a single bed, also with its own private en suite.

THE BOSS is an 83-foot luxury yacht with a cruising speed of 10 knots and an extensive range of 3,000 nm. It is very well-appointed with everything you need and sleeps 10 guests in air-conditioned comfort, with five guest bathrooms. It is fully

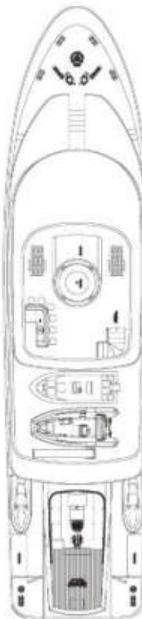
You have the mothership moving at some sequence of oscillation, and you're trying to load a smaller game boat that's dancing around like a paper cup. Somewhere during the loading equation, the two have to come together. That's called a controlled collision."

After building a few game boats for these motherships, Matlack wanted to figure out a way to keep the loading process from being so laborious, time consuming and harsh on the boat being put on or off. "All of the operations that were working seemed to be beating the crap out of the sport boats against a big metal hull," he said. "A lot of it was just awkward. *The Madam* and *The Hooker* used a submersible floating dry dock. It took hours to submerge the dock into the water so the game boat could get on it, and then hours and hours to pump the water out to float it again. It was an all-day, all-crew deal. In my opinion — and they were the pioneers, mind you, and they were always thinking — but the sport boat was just too big for the mothership," says Matlack.

Several motherships employed the use of a crane to lift the game boats on and off a custom-built cradle. "Jenks' operation just used a knuckle boom to lift the boat, and you had straps, shackles and all kinds of lifting gear," Matlack says. "You'd boom the entire game boat up into the air. Of course, anytime you are lifting anything on a pole, it has the potential to start swinging around. Jenks told me that he saw a shackle go by his head at 100 miles an hour one time with things busting and breaking all over the place."

Richard's *French Look* utilized a rail system to load the game boat, which started out as one of Matlack's Gamefishermans. "*French Look* had a better loading system than either *The Madam* or *Ocean Pacific*," Matlack says. "It was a railway thing. *French Look* started off as a Louisiana mud boat of some kind, but Jean Paul Richard finished it in Normandy, France, at a yard that did a lot of French military and government work. They must have done a lot of ships that did small-boat-recovery work because that's where that rail system came from."

As enamored as he was with the rail system,



GAMEFISHER-MAN YACHTS, and owner Mike Matlack, have drawn up several motherships from 94 to 164 feet in length designed to carry their game boats piggyback style on the back deck. A unique float-on docking system should simplify launch and retrieval.

Matlack decided to go another way when designing his custom-built motherships that range from 94 to 164 feet. He thinks the floating dry dock, similar to the one that *The Madam* used, would be the best bet and the easiest on the equipment. "With our dock, you don't have to pump it up or let it down," he says. "It floats low in the water, at just the right level that it needs to for the particular game boat you choose. The game boat slides up on a series of longitudinal bunks that would be built into the dock, and custom fit and shaped to the bottom of the boat. Once the game boat is on the dry dock, a large winch pulls the entire dock into a large well on the back of the mothership."

TO TOW OR NOT TO TOW

If you're not up for the expense and hassle that come with a piggyback operation, you can always opt to tow your game boat from one place to the next. But although it will work if you are willing to take your time, towing comes with a whole host of problems. You have to chain your props to keep them from rotating, you have to keep a crew member on the towed vessel, and you have to monitor the tow rope, speed and sea state constantly, 24/7.

"Towing is a scourge of the earth," says Matlack. "Capt. Fred Hastings out of Fort Lauderdale used to tow a 43 Merritt around, and his three rules of towing were: slow down, slow down and slow down. Once again, you have two different-size vessels trying to be happy in the same sea conditions. Well, the big vessel up front might be happy, but then you look back, and you are killing the sport boat. You normally have a mate riding back there, and that was pretty much like a death wish. The poor guy spends a lot of days by himself getting thrown around. There's a lot to it."

A quick glance at Matlack's Gamefisherman website and the fabulous drawings that he has displayed are sure to make the heart of any adventurous fisherman quicken with thoughts of what if? What if you were the head of the next globe-trotting team featured in *Marlin* magazine? ☀

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LAURA J is a 90-foot Norman Wright-built cruising yacht that recently was refitted. It is fully air-conditioned and has all the creature comforts to help guests fully appreciate and enjoy the Great Barrier Reef after a successful day's fishing. *Laura J* is the perfect mothership

and provides comfortable accommodations in three air-conditioned staterooms, each with a private en suite. The service and congeniality provided by the crew is second to none and will ensure that your experience on board is one to be remembered.

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115-footer is now available for charter. Indulge yourself in the elegance and charm of this luxuriously appointed superyacht while cruising the Great Barrier Reef and surrounding areas on Australia's northeast coast or anywhere in the South Pacific. *Emerald Lady* is perfect as a cruising yacht or as a mothership for your game-fishing expedition.

ANDREW WEST AND MICHAEL MUSYL STUDY THE WORLD'S SMALLEST MARLIN, HOPING TO SAVE THE BIG ONES

SCIENCE / TEXT AND PHOTOS BY DOUG PERRINE



CONTENTS

Determining Growth Rates

Adding a Partner

Good News on Release Survival

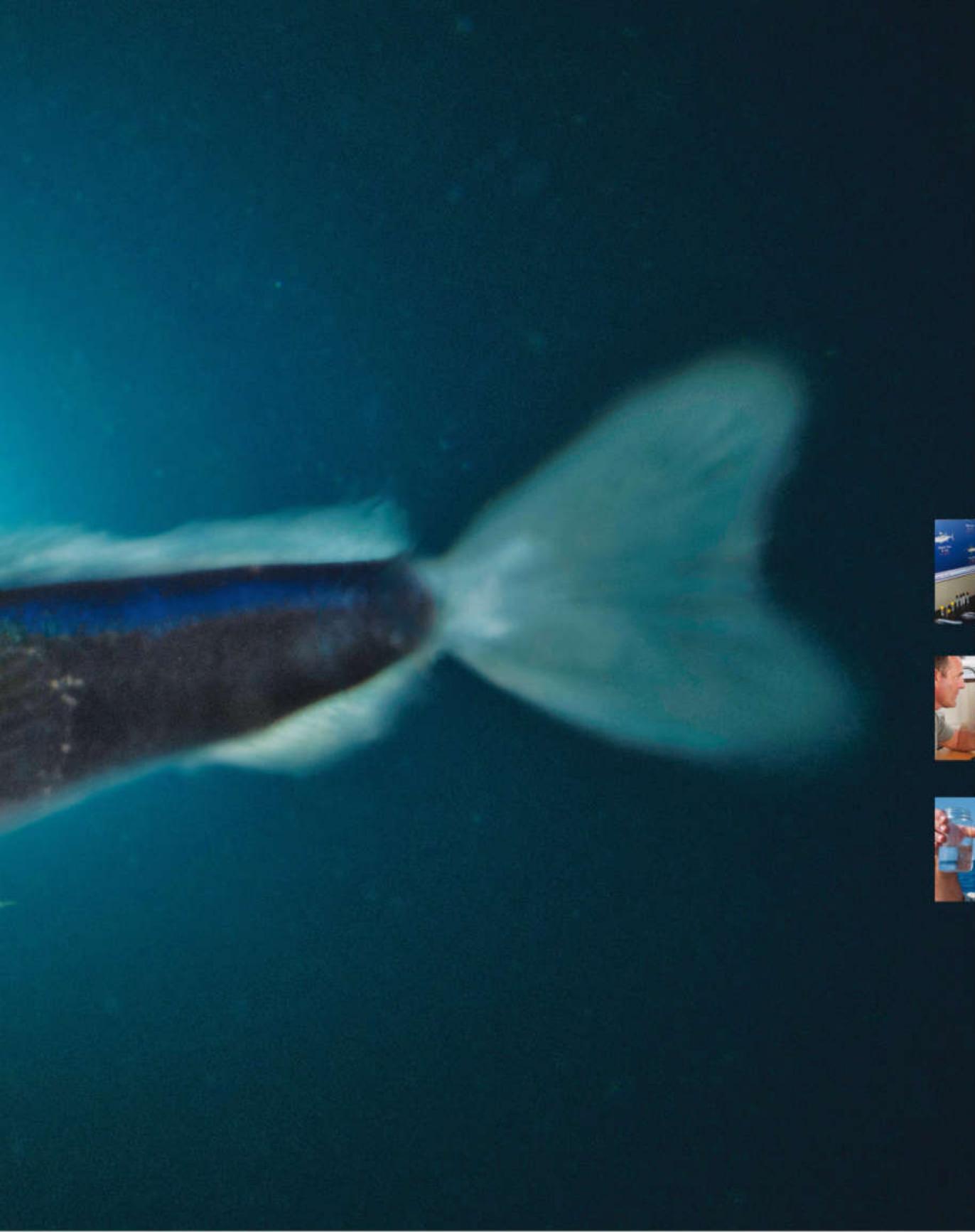
No Sale Preferred

New Size Estimation?



ANDREW WEST

DR. ANDREW WEST TEACHES AT THE UNIVERSITY OF NATIONS IN HAWAII AND HAS CONDUCTED SEMINAL RESEARCH ON LARVAL BLUE MARLIN THAT HAS LED TO A BETTER UNDERSTANDING OF GROWTH RATES AND SPAWNING AREAS. PLUS, HIS CONSULTING BUSINESS LED HIM INTO A SECOND CAREER AS A REALITY-TV STAR.



MICHAEL MUSYL

AFTER ESTABLISHING THE PELAGIC RESEARCH GROUP, DR. MICHAEL MUSYL COLLABORATED WITH WEST TO DEPLOY POP-UP SATELLITE ARCHIVAL TAGS IN MARLIN CAUGHT OFF HAWAII TO DETERMINE MIGRATION PATTERNS. THEIR RESEARCH LED TO NEW AND MORE POSITIVE ESTIMATES OF POST-RELEASE SURVIVAL RATES FOR TAGGED BILLFISH; A VERY HIGH PERCENTAGE OF THE FISH THEY TAGGED SURVIVED. BILLFISH HAD AN 86 PERCENT SURVIVAL RATE, NO MATTER HOW THEY WERE CAUGHT, A SIGNIFICANT FINDING.



WEST USES
A FINE-MESH
SEINE NET
TO SCOOP UP
TINY MARLIN
OFF KONA AND
EXAMINE THEIR
OTOLITHS TO
DETERMINE
THEIR AGE.



**PASTOR, PIG TRAPPER, PH.D., REALITY-TV
STAR, DECKHAND, PROFESSOR, FILM PRODUCER,
MUSICIAN. IF YOU'RE LOOKING FOR THE REAL
ANDREW WEST, HE IS, OR HAS BEEN, ALL OF THE
PRECEDING AND MORE. NEVER ONE TO FORCE
HIMSELF INTO THE CONVENTIONAL MOLD, HE
TAKES AN ICONOCLASTIC APPROACH TO HIS
RESEARCH, AS HE DOES TO HIS LIFE, AND DELIGHTS
IN UPENDING CONVENTIONAL WISDOM.**

For example, once upon a time, everybody knew that big blue marlin were “just passing through” the waters off Kona, Hawaii. That was before West started seining the offshore waters there with his homemade plankton dip nets and fishing up tiny larval billfish. As a result of West’s Ph.D. research, the world now knows that Kona is one of just a few known hot spots in the world where blue marlin reproduce. West confirmed the existence of the baby blues as well as larval shortbill spearfish and broadbill swordfish, helped determine how to tell these species apart as tiny larvae, and discovered that blue marlin and spearfish spawn year-round in Kona, with seasonal peaks, and swordfish spawn only in summer.

“By looking at when the larvae are here, I can tell when the adults are spawning,” West says. He also made the first measurements of the swimming speed of larval marlin in the open ocean, and he completed the first studies of the behavior, diet and growth of larval billfish. “We knew almost nil about the early life history of marlin,” says West. He describes the tiny predators as “a voracious set of jaws propelled by some fins. They are eating machines. Forget sharks — I’m glad marlin lose their teeth.” He has been attacked by marlin and swordfish in the course of his studies — but thankfully only by their larval forms, which he claims are even more aggressive than adults.

DETERMINING GROWTH RATES

To try to get a handle on their growth, West decided to look at the otoliths, or ear bones, which lay down growth rings that, like tree rings, can reveal the age and growth patterns of organisms. “In a full-grown marlin, the otolith is about the size of a match head,” says West. “With my specimens, the entire fish is the size of a match head, so you can imagine how ridiculously small the otoliths were!” He sent the tiny bones to Australia, where they were imaged under a scanning electron microscope, revealing daily growth rings.

Comparing the size of the growth rings to the length of the larval fish, West found growth spurts corresponding to changes in diet revealed by his gut-content analyses. When the larvae went from consuming their egg sac to feeding, there was a growth spurt. Their growth rate jumped again when they switched from feeding on copepods and other crustaceans to feeding on fish, such as the larvae of flying fish, dolphin fish and other billfish. He once pulled a 7 mm larval marlin from the stomach of a 13 mm marlin.

THE DATA GENERATED BY WEST AND MUSYL SHOULD HELP LEAD TO BETTER MANAGEMENT FOR THE BILLFISH OF HAWAII AND THE PACIFIC OCEAN IN GENERAL.

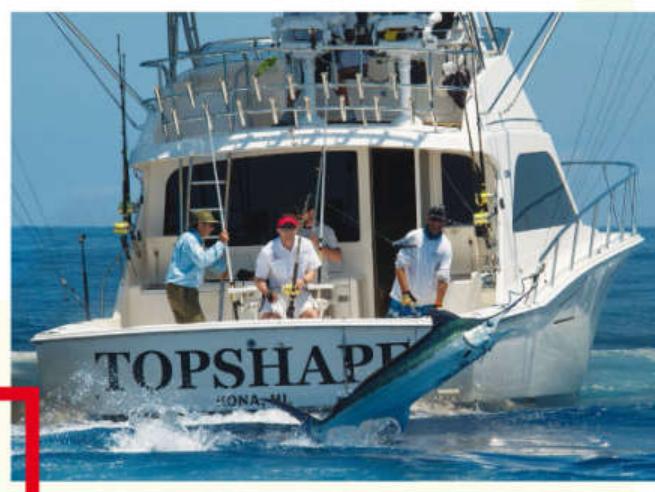
After receiving his Ph.D., the conventional course for West to pursue would have been post-doctoral research or securing a teaching position at a major university in order to further his academic career, but West had grown up moving from country to country with his Australian diplomat parents and lived in Kona for several years as a teenager, often working as deck crew on fishing boats. He didn’t want to leave the peaceful little fishing town where granders can be hooked up just 10 minutes out of the harbor so he could join the academic rat race in a big city somewhere. “Hawaii is a great spot for biologists,” he says. “It’s got 11 of Earth’s 13 climate zones. I didn’t want to leave.”

SETTLING IN PARADISE

Instead, he took a faculty position at the local University of Nations, where West teaches ecology, permaculture and water chemistry. University of Nations is a nondenominational Christian college that integrates learning with a sense of purpose to serve mankind, meshing with West’s own outlook. Having seen the suffering of children in many parts of the world during his peripatetic upbringing, West helped found a United Nations-recognized nongovernmental organization called Water for Life. He has traveled to Cambodia, Rwanda, Kiribati and the Philippines to set up drinking-water facilities in schools and orphanages.

TELEVISION STARDOM

Finding that grant money was not pouring in and his charitable activities were not feeding his family, West started a biological consulting firm, but found few islanders who were willing to pay for his services until one day a man walked in and asked if he dealt with feral pigs. “Do you pay?” asked West. Soon, he was running a small business to fill a local need: humanely removing rogue pigs that routinely invade private property and destroy gardens and lawns in west Hawaii. Somewhat improbably, this led to a starring role in the Discovery



PIG EXPERT:
Running a small business removing rogue feral pigs that were damaging property in Hawaii led West into a second career as host of the Discovery Channel series *Hogs Gone Wild*. A second series, *Beast Tracker*, had him traveling the world, dealing with animal pests such as Burmese pythons. Now West is working on his own show called *Hawaii Wildside*.

FOLLOW ANDREW AND MICHAEL'S RESEARCH

To learn more about the groundbreaking research conducted by these two maverick scientists, simply log on to pelagicresearchgroup.com. For updates on West's latest projects, check out hawaiiwildside.tv.

Channel reality-television series, *Hogs Gone Wild*, which took West all over North America and featured him matching wits with the largest and wildest wild boars.

That, in turn, led to a second series, *Beast Tracker*, which took him all over the world, dealing with Burmese pythons and other such pests. The show was canned after just a few episodes. His disappointment with working with corporate media led West to start development of his own series, *Hawaii Wildside*, for which he is currently filming pilot episodes. The show will feature island wildlife, from marlin and dolphins to feral pigs and cattle. "I love animals," says West, "but more than anything, I love talking to people about animals. I can reach more people by putting my message out on television than I can by publishing scientific papers."

ADDING A PARTNER

West never lost his fascination with marlin, though, nor his dream of starting a research laboratory in Kona to study them. He was able to garner some support from local fishing tournaments for tagging and tracking of fish, and was able to attract some other researchers to collaborate. His primary research partner in recent years has been Michael Musyl, whose career has been illustrious and as conventionally academic as West's has been "off road." Musyl spent his childhood in Colorado, pulling rainbow trout from mountain streams and studying the fish in the family aquarium.

He earned a bachelor's degree in biology and chemistry, and a master's in fisheries biology and ecology, then moved to Australia to earn a Ph.D. in genetics and morphology. He returned to the United States for a post-doctoral degree in molecular genetics, then followed that with a string of research and teaching positions at various universities and state and federal agencies. After 15 years at the University of Hawaii, he left to set up his own research company, the Pelagic Research Group. Musyl, West and their associates deployed pop-up satellite archival tags (PSATs) on marlin caught in Hawaii and tracked their subsequent travels through the Pacific. "The one big eye-opener," says Musyl, "was not where the marlin went or how far they swam, but just how many survived the process of catch-and-release and kept swimming."

PSATs are expensive, which tends to limit the

numbers that are deployed in any one study. To get figures on post-release survival with high statistical strength, Musyl and West combined their own data with the data from every similar study they could find and performed the first meta-analysis of billfish survival rates after release from capture both in commercial and recreational fishing operations. Data from 46 studies, in which six species of billfish were released, 400 with satellite tags and 64 with acoustic tags, yielded surprising results.

GOOD NEWS ON RELEASE SURVIVAL

High rates of survival after release were more or less uniform across all types of billfish and all fisheries, whether commercial or recreational. The researchers did not find statistically significant differences in survival based on fight time, water temperature, how the fish were handled or gear type, with the exception that fish caught on circle hooks survived better than those caught on J hooks. "It appears that most of the variability in survival rates is random," says Musyl. Overall, about 86 percent of released billfish survived.

The take-home message, says Musyl, is if the fish is alive, release it. Because most longliners — in U.S. waters, at least — have fishery observers on board, he favors allowing longline boats to keep and sell billfish that come up dead, but quickly release any that are brought up alive. The number of dead billfish could be reduced, he says, by requiring circle hooks, and eliminating shallow sets and wire leaders. He'd like to do follow-up studies to find ways to reduce the number of bycatch fish, such as marlin, brought up dead by commercial boats targeting tuna — the at-vessel mortality. Although the sport-fishing sector takes such a small fraction that it probably has minimal impact in billfish management, Musyl would like to see tournaments give more points for catch-and-release than for weighed fish. "It takes more skill to release a fish alive than to bring one in dead," he says.

NO SALE PREFERRED

West takes a more radical approach, favoring a ban on the sale of blue marlin meat in Hawaii, no matter how it's caught. West would also like to see the tournaments completely restructured, noting that by giving points for larger fish, tournaments are encouraging anglers to kill the big breeders. All marlin larger than 300 to 350 pounds are female, and as they grow bigger, their egg production grows exponentially. The largest marlin not only produce

WEST ONCE REMOVED A 7 MM LARVAL MARLIN FROM THE STOMACH OF A 13 MM MARLIN. GROWTH SPURTS IN THE FISH CORRESPOND TO CHANGES IN THEIR DIETS.

vastly more eggs than smaller fish, but also produce larger eggs that contain more nutrients for the developing embryos. The larger the marlin, says West, the more valuable she is to the population.

Having lived in Australia for so many years, West says, "It's possible I still see things upside down, but isn't this backward? We should be releasing all the big gals and keeping a few small ones." He'd like to end the custom of hanging dead fish on the gallows at the end of the day and replace it with a viewing of videos of fish being caught and released. Musyl agrees. "They could have cameras trailing for the underwater aspect, and also the on-top-of-the-bridge aspect," he says. "How many people really want to get fish mounted and put on a wall these days?" West says the all-tag-and-release tournaments that are currently operating, however, are requiring line classes that are too weak. He favors using 130-pound line to get fish in quickly and release them in strong condition.

"I've seen a huge change in the attitudes of the fishermen," says West. "The marlin skippers are a lot more in tune with the environment than in the old days. The majority are doing tag-and-release now." The PSAT studies, he points out, prove that unless they're gut-hooked, the majority of released fish will live. "It's convenient to believe that they're going to die anyway, so we might as well keep them," he adds. "But I've also been telling them, 'Don't invite me to your barbecue if the fish is over 500 pounds; it's going to be full of mercury!'"

NEW SIZE ESTIMATION?

West and Musyl would like to develop a reliable method for accurately estimating the size of a billfish from photos or video that show only part of the fish. "I have an idea of how to go about doing that," says Musyl. "I don't know who would fund it though." They'd also like to continue their PSAT studies of released fish to follow up on their long-term success. "They all show different levels of stress," says Musyl. "Stress doesn't necessarily kill, but do they go on to resume normal migration patterns, spawning and so forth?"

They would also like to continue West's



upside-down approach to studying marlin populations by looking at the smallest fish rather than the largest. West recalls that when he started his research on larval billfish, nearly everyone told him he was wasting his time and predicted he would find nothing. Instead, after his first brief tow of a plankton net off Kona, he found three incredibly beautiful cobalt-blue mini marlin in his bucket, and went on to determine spawning season peaks for blue marlin, swordfish and shortbill spearfish.

Colleagues joined Musyl and West in a subsequent study that showed Kona's waters are a spawning ground for striped marlin as well. "I always wanted to see if you could use the index of the number of larval marlin off Kona as an index for the adult population," says Musyl. "One of the things that's most important is that Kona is a known spawning ground. There's a lot of development, a lot of phosphate runoff, a lot of turbidity, and how is that affecting the larval habitat there for them? Those are the sort of questions we simply have no answers to."

Musyl and West collaborated on a study that provided the first description of the fertilized eggs of blue marlin, shortbill spearfish and wahoo, and described a technique for shipboard identification of the eggs of all six Pacific billfish species, so they now have the tools to take their approach even further backward past the larvae to the eggs. Musyl calls Kona a "natural lab," where "you can be on the water almost every day of the year, and investigate things like fish reproduction, larval dynamics and movement patterns in relation to oceanographic phenomena." "Kona is like no other place that we know," says West. "Because of the really clear water, we are able to spot larval marlin from the surface to dip them up and study them alive." While many charter captains dream of bringing a grander to the weigh station, these two maverick scientists dream of catching marlin 3 mm long, and maybe watching a grander swim free into the cobalt-blue depths, carrying a small electronic tag. ☀





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P/76

ELECTRONICS

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IN THE ELECTRIC ZONE

Digital switching is heading for your boat, and you're going to like the results

BY RANDY VANCE

Your car or truck has been running on a digital backbone for decades. Marine engines have been computerized since the 1990s. Even now, when you turn the radio or headlights on, you're probably

sending a digital signal to a digital switch. But in most boats today, electrical systems are as analog as they were in 1950. Why?

Well, actually, many are not analog at all. After the Great Recession, big outboard expresses and center-consoles were being developed faster than any other category of boat, and customers were becoming increasingly affected by digital mania thanks to the touch screens on smartphones. They wanted

a user interface that did away with rows of corrosion-prone mechanical switches and said goodbye to an array of analog gauges, and hello to sleek, modern and efficient helm stations with glass multifunction display touch screens. The mechanical switches were still there, but tucked below deck in the form of breakers in a console, away from saltwater corrosion.

But many anglers are still suspicious of digital technology and opt to keep their electrical systems decidedly analog. Every skipper worth his salt knows how to find a short and repair it in a pinch, but how do you find a digital malfunction? And once you do, how do you fix it? Brian Robinson, of Summit

Digital switching rids captains of headaches created by corrosion-prone mechanical switches and finicky analog gauges.

Marine Sales LLC, has a direct answer to that techno-fear.

"These systems diagnose themselves," Robinson says. Summit is the parent company of Marine Digital Systems, which delivers premanufactured electrical systems to boatbuilders. It is an active marine sales group, representing Marine Digital Integrators, CZone, Marinco and BEP — all names well known to boaters and boatbuilders.

"Say you turn on a navigation light and it doesn't come on," Robinson said. "If the bulb is burned out, the system displays an 'over-volt' warning on your display, telling you to change the bulb." He demonstrated this on a panel being built for a popular center-console company. Garmin was the MFD of choice for this builder, and the on button appeared as an icon on the touch screen.

"If the navigation light is shorted out in the power supply, it blows a breaker and tells you so," he continued. And, he reminded me, older analog systems can have a short as well — they just require patience and a multimeter to diagnose and locate. A failed bilge pump or a loose connection will also register on the system and display on the MFD. The system tells you the problem and tells you exactly how to look for it.

So what about that fear? Early systems did have problems. First, digital switching operates through a signal sent on the navigation system's backbone. In the early days of NMEA 2000, backbone T's were a weak link. Sometimes it

was the hardware, but often it was the installation.

A backbone could be 10 or more T's connected in what looks like a spine — thus the nickname. Often the spine was fastened on either end and suspended in the middle. As the boat moved, so did the backbone, eventually breaking connections. Backbone connectors are more

robust now, and installation protocol fastens each one to a firm surface, fostering long life.

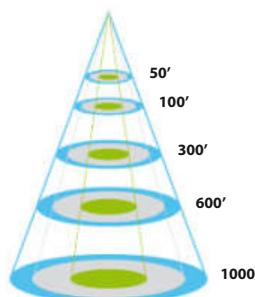
"But a lack of integration was also a problem. In the beginning, CZone wanted to sell bus boxes, displays and connectors," says Robinson. Boatbuilders would try to incorporate them into their current wiring systems. It was clear to



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FURUNO GETS SOCIAL



Furuno USA is looking to connect with you through Facebook (Facebook.com/Furuno) and will be rewarding fans for "liking." The company wants to reach at least 15,000 "likes" by the end of 2015, and for every 1,000 new "likes" it receives, Furuno will randomly draw a name from its entire Facebook

fan base and give that winner a Furuno GP1670F chart-plotter/fish-finder combo unit, valued at \$700. If Furuno's Facebook page hits 15,000 "likes" by Dec. 31, Furuno will up the ante by giving away one of its recently introduced NavNet TZtouch2 12.1-inch MFDs, valued at \$4,000. Hats and T-shirts will be given out along the way.

"We are looking for new ways to connect and communicate with our customers," says Jeff Kauzlaric, advertising and communications manager for Furuno USA. "Social media allows us to not only provide information, but also receive information from customers. These interactions will allow us to be more customer focused, while gaining some new friends along the way."

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Robinson a more integrated approach was needed, so he partnered with Marcus Bailey, his current partner in Summit Marine Sales, and developed Marine Digital Integrators LLC. "We work with the boatbuilder to develop a system for each boat," says Robinson.

The company builds the system of bus boxes, digital connections and device power supply. Each bus box has six digital switches and a power supply. Six color-coded power lines are fed from the box to their corresponding devices. Deutsch connectors keep it all watertight. Wires are cut to predetermined lengths, then labeled and packaged for shipping to the boatbuilder who then installs the panel, routes the color-coded wires to the devices and connects the power feed to the panel.

A failed bilge pump will register on the system and display on the MFD.

"Instead of taking three days to wire a boat, some boats are done in three hours," says Robinson. What about long-term maintenance? If a box fails, the other boxes reprogram the replacement. It's all plug and play. Robinson acknowledges that a few boxes have failed, but that's rare. All switches can be manually operated as per American Boat and Yacht Council wiring standards.

The system is user-customizable too. One boat owner wanted his bilge pump to be a momentary switch, powering the pump only when depressed. In a latching configuration, he'd left the bilge pump on a couple of times and burned it out. We plugged a laptop into the system and scanned the individual boxes and switches. We clicked the bilge and selected momentary (instead of latching) on a drop-down menu. We were done in a minute. The pump stayed on

only as long as we held it on.

There are some switches a boater wants to touch a button to activate, such as a horn, a bilge pump or interior lights. In that case, MDS builds switch panels for commonly used functions. But, just as in your automobile, when you touch these buttons, you're sending a signal to the bus box, telling the box

to turn on the device.

For today, a properly engineered digital switching system makes things work better and offers a more reliable system than full mechanical wiring. And the system is modular, so down the road, as the sea takes its toll on the battle wagon, those troubled parts can be easily identified and replaced. ☀

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KEEPING LIVE BAIT LIVELY

A quality livewell system helps make the difference when fishing liveys

BY KARL ANDERSON

Keeping live bait healthy and lively is a big job, but with some new tools and the proper procedures, doing so has become easier. Live-bait management is pretty much the same everywhere from Atlantic to Pacific and north to south. Some bait species are more hardy than others, but

when cared for, they all make for a great day fishing. Catching the bait with care is where it all starts; if you are not taking steps to properly care for the bait as you catch it, the likelihood of that bait being stressed is high.

Once you've caught your bait, having the right wells in which to put it can make a huge difference. The days of putting bait in an in-deck well with free-flowing holes through the bottom of the boat are pretty much over because they just do not keep the varieties of bait properly. Some manufacturers build molded-in wells in the transom, which work well enough providing you can manipulate the flow and pressurize it. However, the best solutions for today's live-baiting consist of on-deck wells that can be pressurized to keep the bait from being beaten up.

On-deck livewells fed by pump boxes have become the setup preferred by most serious live-bait crews. Healthy bait makes a world of difference.

Wicked Wells, of Palm Beach, Florida, builds fully molded fiberglass double-walled wells with an inner and outer coat of Awlgrip. These wells can be customized to suit your width and height requirements, and are engineered so that supply and drain water can be regulated to give you the best flow for the bait you are working with. Most of the top live-bait guys recommend an even but slight flow so you do not tire the baits out. Being able to regulate that flow is one key to having healthy, lively baits.

Supply water is usually handled with

a sea chest that offers a multiple-pump scenario to handle multiple wells, and usually features a spare pump that can take over in case one of the primary pumps fails. Wicked makes sea chests with two 1½-inch inlets or a single 2½-inch inlet. The outlet ball valves are PVC but can be upgraded to bronze. The ¾-inch acrylic lid features a gasket to form a tight seal and is easily removed for service. Wicked Wells makes two-, three-, four- and six-pump chests that can be configured in either 12 or 24 volts, with 1,500 gph or 2,000 gph Rule bilge pumps. The Wicked Wells system makes it easy to retrofit any boat.

Most installations feature through-deck plumbing with flush deck plates that are unobtrusive when not in use. With the sea chest in the lazarette getting its water from a regular through-hull and then routing the plumbing to the deck hardware and straight to the Wicked Wells, there are no on-deck hoses to trip over or free-flowing water sloshing on deck



MAN 1,900 HP ENGINES

The new V-12 engine from MAN boasts 1,900 hp and will make its North American debut at the 2015 Fort Lauderdale International Boat Show. The largest engine built to date by MAN features an outstanding power-to-weight ratio, and a 24.2-liter displacement generates high power across the speed range.

all day because both supply and drain water go through the deck. Drain water is usually routed under the deck with a check valve out the side of the hull or out the transom. To quickly get rid of water and scales, the wells have an external drain at the bottom that is easily opened to vacate the tank.

Wicked Wells have a clean custom look and provide good supply water that can be regulated with a ball valve underdeck. The outflow is located high on the tank and has a unique gate valve that can be easily adjusted to reduce outflow and pressurize the well. The lid has a gasket to seal it tight on the gutter, which has a series of holes that allow the overflow to drain to the exit gate valve so no water sloshes on deck. The hinges on the lid also have tension adjustments.

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SCARBOROUGH 57

Purpose-built for tournament fishing, and an eye-catcher too

BY GARY CAPUTI

Sally Girl was just back from the Virginia Beach Billfish Tournament when I saw her in her slip at Pirate's Cove Marina in Manteo, North Carolina. Like so many of Scarborough Boatworks' creations, this boat represents a personal collaboration between the builder and the owner. *Sally Girl* was built for father and son Chauncey and Jason Krahnenbill, of Edenton, North Carolina, both avid marlin fishermen who run and fish the boat themselves in tournaments, often against paid professional teams. In the few weeks since taking delivery, they had already taken fourth in the VBBT, fifth in the Pirate's Cove Billfish Tournament and placed in the top 10 at the Carolina Boat Builders. Not bad, considering they had just a little over 200 hours on the engines.



GENERAL

APPEARANCE

Sally Girl is definitely a new-generation Scarborough, lower to the water, with a more subdued bow flare. The long bow, rake of the house and bridge, Carolina sheer and large cockpit are perfectly proportioned to give her a racy look. She's done up with a dramatic Alexseal metallic Dolphine Blue hull that's set off from the crisp white foredeck and house by teak toe rails and covering boards. Sans tuna tower, the helmsman steers from a nicely laid-out flybridge while the action occurs in an uncluttered work environment below.

Fishability was the first and foremost consideration. "I love the boat," Chauncey says. "But I also love the family behind it. Ricky Jr. and his wife, Sarah, are special people, and when you build a boat with them, you become part of their family."

SALON AND GALLEY

The interior woodwork — salon, galley and staterooms — is teak, the joinery and finish work beautifully executed. The couches are done by Van Brunt's Custom

Upholstery, with spacious storage compartments beneath to store tackle. The floors are hand-fitted teak and holly, including the companionway belowdecks. The compact galley countertops and backsplash are done in beige speckled quartz, as is the vanity in the head. Kitchen components include three refrigerator drawers and one freezer, a sink, a two-burner electric stove-top and an oversize microwave/convection oven. There's plenty of storage for dry goods, dinnerware and paper products. Dinner is served on a teak table with benches that seat four, and a large flat-screen TV is located on the bulkhead above it. Lighting is recessed, and the surrounding glass is tinted.

SLEEPING

ACCOMMODATIONS

Down four teak steps is a fisherman's idea of what sleep quarters should be. The door to starboard leads to the boat's only head, but it's a complete one with a raised toilet next to a cabinet for towels and supplies, a large vanity with the sink



set in a granite countertop, and an oversize stand-up/sit-down enclosed shower. The door opposite the head enters a modest master with a full-size berth.

Moving forward, the companionway opens to the full beam of the hull and a pair of old-fashioned daybeds. Below the full berth are six large storage drawers, and a storage area beneath the other houses a pair of cockpit kite rods, Lindgren-Pitman electric kite reels and four bent-butt 130s. Over the top of both lounges are rod racks for 24 more outfits, so the boat's entire complement of tackle is on board at all times. Behind a door in the forward bulkhead is another stateroom, this one with two beds in a V-pattern over/under arrangement, one a full, the other a twin. There are storage drawers, a small LCD TV and a clear hatch overhead to provide daylight.

FLYBRIDGE

The helm layout is straightforward and uncluttered, with a teak pod for the wheel and single-lever controls. "I'm old-school," Krahnenbill told me. "I have a large fleet of trucks, and I wanted a full complement of mechanical gauges at the



SPECS

LOA: 57'

BEAM: 16' 6"

DISP.: 55,000 LB.
(with fuel and water)

FUEL: 1,100 GAL.

WATER: 200 GAL.

POWER: TWIN 1,150 HP CATERPILLAR C18 DIESELS

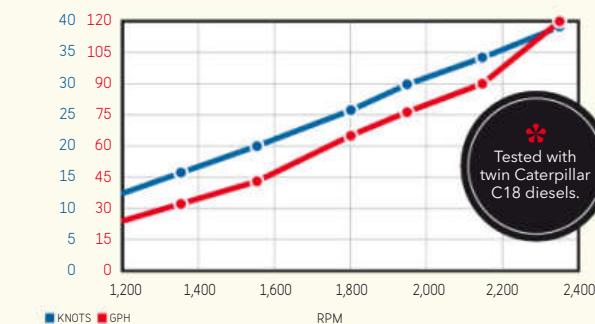
helm to keep track of the engines two floors down." But he isn't so old-school when it comes to electronics. Three Simrad 19-inch touch-screen monitors stretch across the helm cabinet and are also linked to provide engine data. To port is a compartment for the radios, transmission controls, switch panels and the hard-key control panel for the Simrad system. Three Furuno RD33s are situated in a recess in the hardtop just forward of the access door for the Miya Epoch US-9HD teaser reels. The outriggers are rigged so the long baits can be handled from the bridge, as is the center rigger.

ENGINE ROOM

Accessed through a hatch in the cockpit and down an aluminum ladder, the engine room contains twin 1,150 hp Caterpillar C18 diesels run through ZF 1.75-to-1 transmissions under a mirrored ceiling. A ledge at the forward



bulkhead is home to a Cat 21 kW genset, the engine-room air-conditioning unit, hot water heater, Headhunter Mach5 water



pump and filters. There is a Spot Zero water-polishing system and filters that provide on-demand fresh water to the boat's wash-down hoses on the flybridge, bow and in the cockpit.

Raw water for engine cooling comes through a pair of sea chests forward of each engine. The starboard engine is equipped with a crash valve should the unthinkable occur. All engine electronics boxes and gauges are found on the stern bulkhead, along with a Maretron NMEA 2000 backbone to feed operational data to the electronics at the helm. The fuel filters are backed up by a primer pump as an additional safety feature. A Dometic Eskimo ice maker, KT unit for the freezer box, Cruisair air-conditioning system for the living spaces, Voltmaster battery charger and Fireboy fire-suppression system are also positioned aft of the engines for easy access. Aft of the engine room is an access tunnel between the fuel tanks to the lazarette that neatly stores flying gaffs. Crawl through and you find the aft bilge pumps, rudder posts, rudder sensor for the autopilot and SeaStar hydraulic steering system, all housed in a dry, clean environment.

COCKPIT

The 16-foot-6-inch beam creates a spacious cockpit with generous overall dimensions. A Release Marine fighting chair complements the meticulously finished teak decks. A large fish box is situated in the transom, with composite cutting boards on the reverse side of the hatches. Under the entire mezzanine couch is a massive freezer box, and hatches in the deck hide — from port to starboard — a refrigerated bait box, a storage space for cleaning supplies, engine-room access, a large drink box and an oversized ice chest that extends well forward. The bridge ladder mounts to the side of the multidrawer tackle station with a Wolf electric grill atop it. "There's just something about the smell of hot dogs on the grill when you're fishing," Krahenbill says with a smile.

PERFORMANCE

As we left Pirate's Cove, I had an opportunity to see how the six-cylinder Cats and four-blade Veem props pushed the boat's 55,000-pound displacement. They didn't disappoint. From idle, the hull transitions onto plane imperceptibly. No bow rise, just the feeling of the hull form releasing

from the water as it whisked its way up to a comfortable 32-knot cruise with the engines at 80 percent load, burning about 80 gph. At wide-open throttle, she hit 39 knots. Krahenbill showed off her maneuverability, running the narrow channel cutbacks to the inlet at speed.

The seas outside were modest, but Oregon Inlet is almost always gnarly. The hull handled it without a problem at 25 knots. Running offshore into a modest head sea was no challenge, and Krahenbill said the boat was right at home in every sea condition he's had it in so far. At trolling speed, the wake is clean, and the engine's



low grumble should have the billfish all over the flat lines. In reverse, the boat is more than a match for a white marlin, turning and spinning like a ballerina. "I couldn't be happier with every aspect of the performance," Krahenbill said. "And the same goes for my son. Plus, she really raises fish."

This new Scarborough 57 is a serious offshore angler's dream. It's beautiful, fast, seaworthy and purpose-built from the keel up for chasing marlin. ☀



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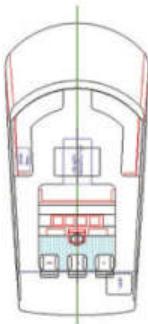


JIM SMITH 86

This new beauty is fast, beautiful and efficient as well

BY ROBERT "FLY" NAVARRO

Whether you're meeting John Vance of Jim Smith Boats for the first time or you've known him for many years, it's evident he is not only a master craftsman but also a historian of the sport-fishing industry. Vance continues the heritage that has kept Jim Smith Boats at the top of its game for many years. That tradition continues with the launch of the new 86-foot Smith, *Sapelo*. With classic lines designed for speed, economy and comfort, *Sapelo*'s streamlined look makes it seem as though it's piercing the water even while sitting still.



SALON

Upon entering *Sapelo*, the first thing you notice is the great amount of space in the salon and galley area. There is a clear view from the salon door all the way into the galley dinette, which gives the salon the feeling of a great room. One of the most gratifying things about the boat for the owner of *Sapelo* is

the level of fit and finish in the interior of the boat. The sofa and seating area sit along the port side of the salon, and all seating areas come properly equipped with charging stations for all your personal electronic devices. The starboard side of the salon is lined with cabinetry loaded with AV equipment.

A 22-cubic-foot refrigerator on the port side leads into the counter, which then connects to the stove-top. This divides the salon and galley, with an entry on the starboard side. The galley was designed for ease of maneuverability, with an island in the middle, and it has a settee that can seat up to eight people. The starboard side of the galley encompasses a wet bar, ice machine and wine cooler. In the forward part of the galley, a door leads you into the pantry area, which takes up the entire brow of the boat and houses a 22-cubic-foot freezer and full-size washer and dryer.

The storage in the pantry can accommodate several months' worth of dry goods,



along with all the cooking utensils needed for everyday living. The four-drawer Sub-Zero freezers add additional freezer capacity. Vance says the owner wanted self-sustainability and the ability to carry as many supplies as needed for his trips. The boat will serve as a mothership for all the diving, fishing and other excursions the owner enjoys.

BELOWDECKS

Going down the companionway on the starboard side, you find a full-beam master stateroom beneath the galley. The master has his-and-her closets and plenty of drawer space under the master berth. The master shower is situated in the middle, with his-and-her heads on either side. Continuing down the companionway, on the port side is the VIP stateroom.



SPECS

LOA: 86'

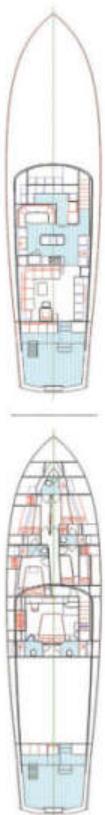
BEAM: 21'6"

DRAFT: 5'

FUEL: 3,500 GAL.
(as space allows)

WATER: 600 GAL.

POWER: TWIN 2,600 HP MTU 16V SERIES 2000 M94

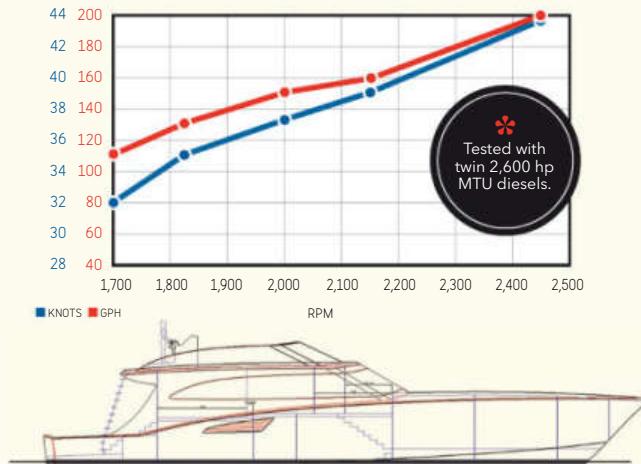


The full-size bed has nightstands on either side, and the stateroom connects to its own shower and head. The high bow deck gives the staterooms a roomy feel.

The starboard-side stateroom is attached to its own head and shower; it has two twin beds and a third fold-down trundle bed. At the bow, two V-berth staterooms divide the boat in half. Two equal staterooms on both the port and starboard sides share one common head and shower located all the way forward. Each room has two bunks, arranged with one stacked above the other.

ENGINE ROOM

The first thing you notice in the engine room is the immense amount of space. Even with twin 2,600 hp MTU 16V Series 2000 M94 diesels, there is more than enough room. Vance says having the galley over the master stateroom made it necessary to raise the overall salon deck, creating an enormous amount of headroom in the engine room. The extra space on the aft



bulkhead is utilized for mounting the ice machine, compressors for all of the cockpit refrigeration, Acme isolator boosters, fuel filters, and the hydraulic reservoir. Both engines are equipped with hydraulic pumps to run the Wesmar bow thruster and the anchor windlass on the bow.

The boat's batteries are mounted outboard of the engines. Two 33 kW Onan generators with sound shields come mounted on both sides of the pump-room door. Mounted on the aft bulkhead above the generators are two FCI 1,600-gallon-per-day

watermakers. Chilled-water systems sit on open shelves, and underneath that area are all the air-conditioning and raw-water pumps needed on the boat.

FLYBRIDGE

The bridge console is an island, with walk-around access to the front of the bridge on both sides. There is a teak step up just aft of the console, and three teak helm chairs with cushions mounted on the step. The console is laid out symmetrically, with two full-display engine monitors; four full-size Garmin touch screens, which are completely interfaced with one another; and a Simrad autopilot. Forward of the bridge console, there is full bench seating, with additional seating on both the port and starboard sides of the bridge. In the center of the bridge, there's a cocktail table that can be hinged to convert into a two-person lounge chair.

COCKPIT

The cockpit is beautifully designed, with a teak bulkhead and mezzanine along with teak covering

boards and a teak cockpit deck. The mezzanine deck has one refrigerated drink box that can be used as a freezer, along with storage on the port side of the mezzanine. On the starboard side of the mezzanine is a full-size tackle center with an Eskimo ice machine ice-dump box beneath it. There is one in-deck livewell and a fully insulated transom livewell, which can also double as a fish box.

PERFORMANCE

When pulling away from the dock, *Sapele*'s 14-inch bow thruster helps make her extremely maneuverable in even the tightest situations. By the time the



engines turned 1,100 rpm, the boat was completely on plane as she glided across the water. When she reached her cruising speed of 30 knots at 1,600 rpm, she burned only 100 gallons per hour. And with a 3,500-gallon fuel capacity, that gives her over 30 hours of cruising and a range of almost 1,000 nautical miles. The owner is extremely happy with her efficiency and range. Even with an overall length of 86 feet, at cruise speed she leans into her turns and is nimble and responsive to any steering. ☀



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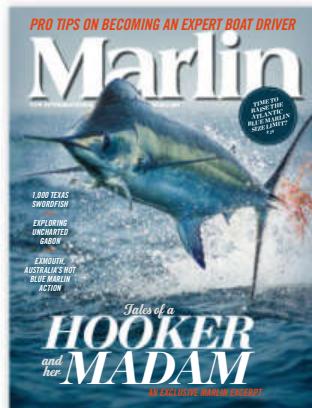
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1 Is this your idea of fishing with friends?

A Yes, I am a 1,200-pound brown bear, and these are my friends.
 B Yes, I stand at the edge of the falls and catch fish with my mouth.
 C No.

2 Are you your own boat?

A Yes, and please stop staring at my stern.
 B No, I'm my own airplane.
 C No.

3 Do you want this in your favorite lake?

A Yes. Landfills are sooo cliché.
 B Sure, who doesn't love dipping their toes into a pool of swirling sewage?
 C No.

ANSWERS:

Well, obviously A, B, and C are wrong. What you need to do is get a fishing license and boat registration. We're not sure exactly what you're getting at with the bear and the falls, but you're probably not catching fish with your mouth. The landfill is probably a reference to the fact that you're probably not getting out there to fish. The sewage is probably a reference to the fact that you're probably not getting out there to fish. The lake is probably a reference to the fact that you're probably not getting out there to fish. The answer is D: None of the above. None of the above.

Find out how to do your part at:

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DIRECTIONS

1. Use No. 2 pencil.
2. Do NOT use a No. 1 pencil.
3. Why don't I know why? Just don't.

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OUR OFFICE LOCATIONS

It's no secret that the more visibility your yacht has, the better the opportunity you have to sell it. HMY's 12 brokerage offices are located at major marinas along the Atlantic Ocean, so we're always meeting new boaters. We have the best locations in the yachting capital of the world, giving us the unique advantage of constantly growing our network of customers looking to both buy and sell yachts.

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HMY's comprehensive, worldwide approach to marketing your yacht ensures that it always gets the highest visibility. The HMY marketing team supporting our yacht brokers is known as the best in the industry. So whether we're at a boat show, advertising in the top magazines, or competing for search results online, HMY uses the best strategies and tactics available to advertise your yacht. If you want to learn more about how we market vessels, please visit the HMY Yachts Marketing Strategies page at HMY.com.

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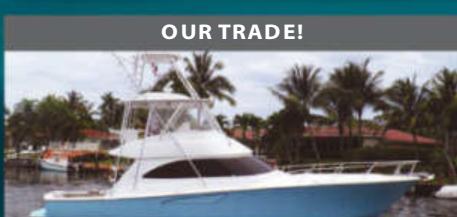
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- Mark Willis, Builder

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74' TRIBUTE 2003

Repowered in 2012 with C-32As. Provides a 30 kt. cruise, holds 3300 gallons of fuel. Incredible 4 stateroom / 4 head layout. She's built to travel with redundant equipment and she shows very nice. Don't miss this one! Contact Worldwide Central Agent.



74' SCARBOROUGH 2011

MTU M-93s, 2400 hp engines provide a 35 knot cruise. An absolute beast in a sea! Beautiful teak interior accented by gorgeous white onyx. It features a 4 SR layout with custom decor throughout. She shows new and is ready to go now. Very nice piece! Contact Worldwide Central Agent.



72' TRIBUTE 2007

4 stateroom / 3 head layout, plus a huge tackle room. Powered by Cat C-32As boasting a 35 kt cruise, burning 112 gph. She has a beautiful cherry wood interior accented by rich leathers and exotic marbles. She's ready to go anywhere. Contact Worldwide Central Agent.



66' HINES FARLEY 2002. 1850hp MTUs provide 35kt cruise, 3 large staterooms, 3 heads. Beautiful Cuban mahogany interior w/ superior finish work. Incredible cockpit area w/ spectacular ride in heavy seas. Very nice boat! Contact Worldwide Central Agent.



65' BLACKWELL 2006. Caterpillar C-32-A's with warranties provide a 36 knot cruise, 2 Generators, and holds 2175 gallons of fuel. Three staterooms, full A/C on mezzanine. This is the nicest Blackwell ever built. She is ready to go! Contact Worldwide Central Agent.



64' SUNNY BRIGGS 2001. C-30 Cats 1550hp, 2 Northern Lights generators. Featured a large salon with dinette and 3 oversized staterooms. She's had many updates and is ready to go. Fantastic sea boat. Located in Texas. Contact Worldwide Central Agent.



61' JIM SMITH 1988. 12 cylinder MANs provide 32 kt cruise @70gph. 3 stateroom / 3 head layout. Major updates in 2012 include mezzanine with custom refrigeration, new teak deck and covering boards, all new interior. Excellent condition! Contact Worldwide Central Agent.



54' MARK WILLIS 1993. QSM11's with 1600 hours, installed in 2011. Two stateroom/ two head layout, new paint, mezzanine, all new Garmin electronics. This is a very nice boat! Contact Worldwide Central Agent.



50' F&S 2012. Volvo IPS drive system provides 30kt cruise speed. Very good sea boat with a spectacular 2 stateroom interior layout! A prime example of what a custom boat should be. Contact Worldwide Central Agent.



46' TIDES CUSTOM 2016. Powered by twin 715hp QSM11s, 12kW generator. This is a one-of-a-kind custom convertible that offers all the amenities. Come in now and choose your colors of paint your own interior preferences, and your tower selection. Make this "your" custom boat! Contact Worldwide Central Agent.



44' RYBOVICH 1990. Twin 6V92 Turbos, Blue Printed. One of three 44' Exp. built by Rybovich. Always maintained to the highest standards by knowledgeable owners. Repainted, total interior refit at Rybovich, new teak deck & covering boards, new LED tower lights, running lights, interior accent lights. Truly turn-key! Contact Worldwide Central Agent.



42' RYBOVICH (MARGARITAVICH) EXPRESS WALKAROUND 2004. Twin 660hp Cummins QSM11 Electronic (200hr Inspection 2014). The perfect boat for fishing or cruising w/ too many updates to mention. This vessel has been maintained by a professional captain and is lift kept. Must see! Contact Worldwide Central Agent.



42' INVINCIBLE 2014. Quad 300hp Mercury Verados. She has a tow eye, windlass, large console with head, Garmin electronics, dive door, painted hull, Gost system with infrared, and more! It's the only 2014 available! Buy a new boat without the wait! Contact Worldwide Central Agent.



42' INVINCIBLE 2014. Triple 350 Yamahas, hardtop, tow eye, extra batteries. She is set up as a tender with all the bells and whistles. Garmin electronics, dive door, forward seating, custom painted hull and motors, bow thruster, etc. Warranty until 2020! Contact Worldwide Central Agent.



36' CUSTOM ROBERT STEPHENS DESIGN 2003. 8.3 Cummins 600 hp engine provides a 27 knot cruise, burning 20 gallons/hour. Entire boat was freshly painted with Awlgrip in 2014. Cold molded construction, full electronics, bow thruster. A true head-turner. Contact Worldwide Central Agent.

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68' Hatteras 2008 - Call Clark: 919.669.1304



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63' Custom Carolina 2013 - Call Kelly: 910.231.8890



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60' Hatteras 2005 - Call Howard: 252.241.4831



58' Ritchie Howell 2003 - Call Roger: 410.456.3659



56' Paul Mann 2009 - Call Peter: 252.725.3133



55' Viking 2003 - Call Hank: 804.337.1945



55' Viking 1998 - Call Sean: 910.620.1900



54' Hatteras 2005 - Call Clark: 910.669.1304



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50' Hatteras 1993 - Call Mark: 757.406.1673



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48' Cabo 2007 - Call Clark: 919.669.1304



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45' Custom Carolina 2007 - Call Roger: 410.456.3659



44' Custom Carolina 2006 - Call Tony: 843.329.9493



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58' DAVIS BOATWORKS 1998. 3/3 layout boat with 750 original hours on CAT 3412's, twin generators, water maker, maple interior, Eskimo icemaker and more!



58' MONTEREY CUSTOM 1988. 2003 CAT C-18s, many recent updates: paint, SS shafts, power steering, transom fishbox, 96 mile touchscreen Furuno radar, 41 ft. Rupp Tournament Outriggers.



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50' VIKING 1998 w/ 10 cylinder man engines. State of the art, new Simrad electronics with JL audio system. New bridge curtains, fresh bottom paint. Just completed full detail on topsides and hull.



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3 stateroom 3 head layout. Completed major MTV service work, refinished all bright work & painted bottom. Asking \$685,000

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52' BUDDY DAVIS - 2007

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Andrew Troyer 850-499-7013



43' JC BOAT WORKS - 2009

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Mordy Miltz 516-606-1282



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Custom 40' Billy Knowles cold-molded express sportfish. Considered by many to be one of the finest mid-sized express boats ever made, she was the inspiration for the 44 Garlington.

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36' GLASSTECH - 2001

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46' CUSTOM RELEASE - 2012

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42' HENRIQUES - 2007

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37' GAMEFISHERMAN - 2002

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56' CORE SOUND - 2001

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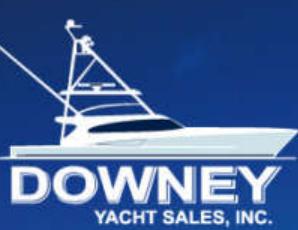
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MADEIRA ON THE REBOUND

Has the Cycle of Big Blues Swung Around Again?

BY DAVE FERRELL

Of all the places in the world that big blue marlin frequent, the small Portuguese island of Madeira usually isn't the first one that jumps to the front of most American anglers' minds. Madeira's proximity to Europe casts a unique European vibe that isn't the palm-trees-and-sand experience most blue marlin fishermen are used to. Instead, it's like a small Portuguese mountain village that was somehow scooped up and plopped down in the middle of the Atlantic Ocean.

When you throw in a mix of great people, tremendous food and a reputation for truly giant blue marlin, Madeira somehow makes marlin fishing more civilized!

The island itself, however, is far from civilization, lying 280 miles off the African coast, about 250 miles north of Tenerife in the Canary Islands. Madeira is actually an enormous shield volcano that rises over 20,000 feet from the floor of the Atlantic. It doesn't stop at the surface, though; Madeira is mountainous, and the highest point reaches over 6,000 feet above sea level. An island that stretches upward is going to have a nice lee side, and Madeira's southern coast stays almost completely sheltered from the northeast trade winds.

I've only had the pleasure of fishing in Madeira one time, during summer 2011 on a Marlin University trip. I'd like to say that we tore them up, but with four boats fishing four straight days, we didn't get a sniff, let alone a bite. But that's kind of what you should expect when you fish one of these big-fish places out in the middle of nowhere. If you hit it right, you can catch one of those big girls that can tolerate the cooler waters and make it to these remote islands at the end of their range. If you don't, you are more than likely to get skunked.

Although the fish weren't there, Madeira lived up to its wonderful reputation, and I have to say that this trip was one of our

best ever despite never catching a fish. We ate great meals every day on the boats — linen tablecloths, fresh bread and home-cooked meals — and dined like kings every night. We fished in flat, calm waters under a 2,000-foot cliff that was so beautiful, it took our breath away every time we looked up at it. Madeira reached its heyday during the early 1990s, and big-fish anglers from all over the world descended on the island, chasing line-class records or trying to scratch the elusive grander blue off their personal lists. Longtime charter fisherman and

to put my head out on the chopping block and say that I think it's going to be good again next year as well."

How good was it? According to some statistics compiled by Hook Hammerling over at billfishreport.com, boats fishing in Madeira between June and August caught 97 blue marlin over 500 pounds.

Although more than 20 500-plus-pounders were caught during June, the action really fired off in July, with Anthony Johnson, from Davie, Florida, catching a 652-pounder on *Pesca Grossa* on July 4 to bring the World Cup title back to Madeira. "Capt. Frothy DeSilva really deserved that win," says Bristow. "He's just one of the nicest guys, and he worked bloody hard for it."

In fact, the *Pesca Grossa* crew managed to catch four blues over 500 pounds in one day in July, and the fleet caught 63 over 500 pounds. For a bit of perspective, Hammerling said those 63 fish represented over 54 percent of all the blue marlin caught

IN FACT, THE PESCA GROSSA CREW MANAGED TO CATCH FOUR BLUES OVER 500 POUNDS IN ONE DAY IN JULY, AND THE FLEET CAUGHT 63 OVER 500 POUNDS.

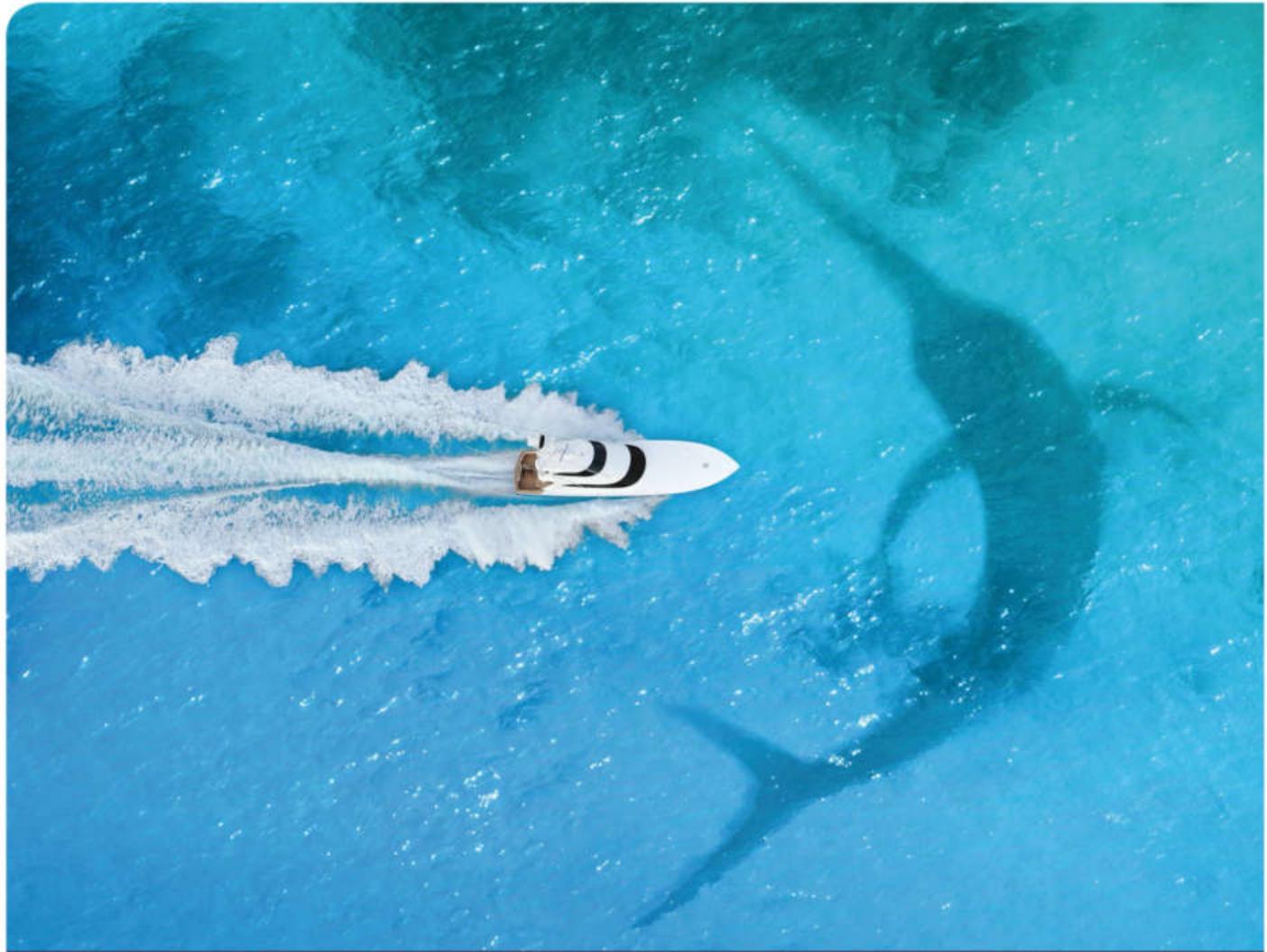
Madeira resident Capt. Peter Bristow says the fishing dropped off in 1996 and didn't come back but for a brief stint from 2003 to 2006. It's been pretty quiet ever since.

This year, all the little things that need to happen for the fish to show up here in good numbers finally came back around. "It's the best it's been in at least 10 years," says Bristow. "The bait situation has been awesome, with mackerel and current — everything. I had a feeling it was going to get good again this year, and I am going

in the world over 500 pounds that were reported to the site. It tapered off a bit in August, with boats catching only 14 blues over 500 pounds.

"The fishing here is definitely cyclical," says Bristow. "And although this is all conjecture, I also believe that the El Niño in the Pacific has a huge influence on our fishing." To Bristow, this means that they should show up here again for the next few years. I certainly hope so, because I'm itching to do another Marlin U there.





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